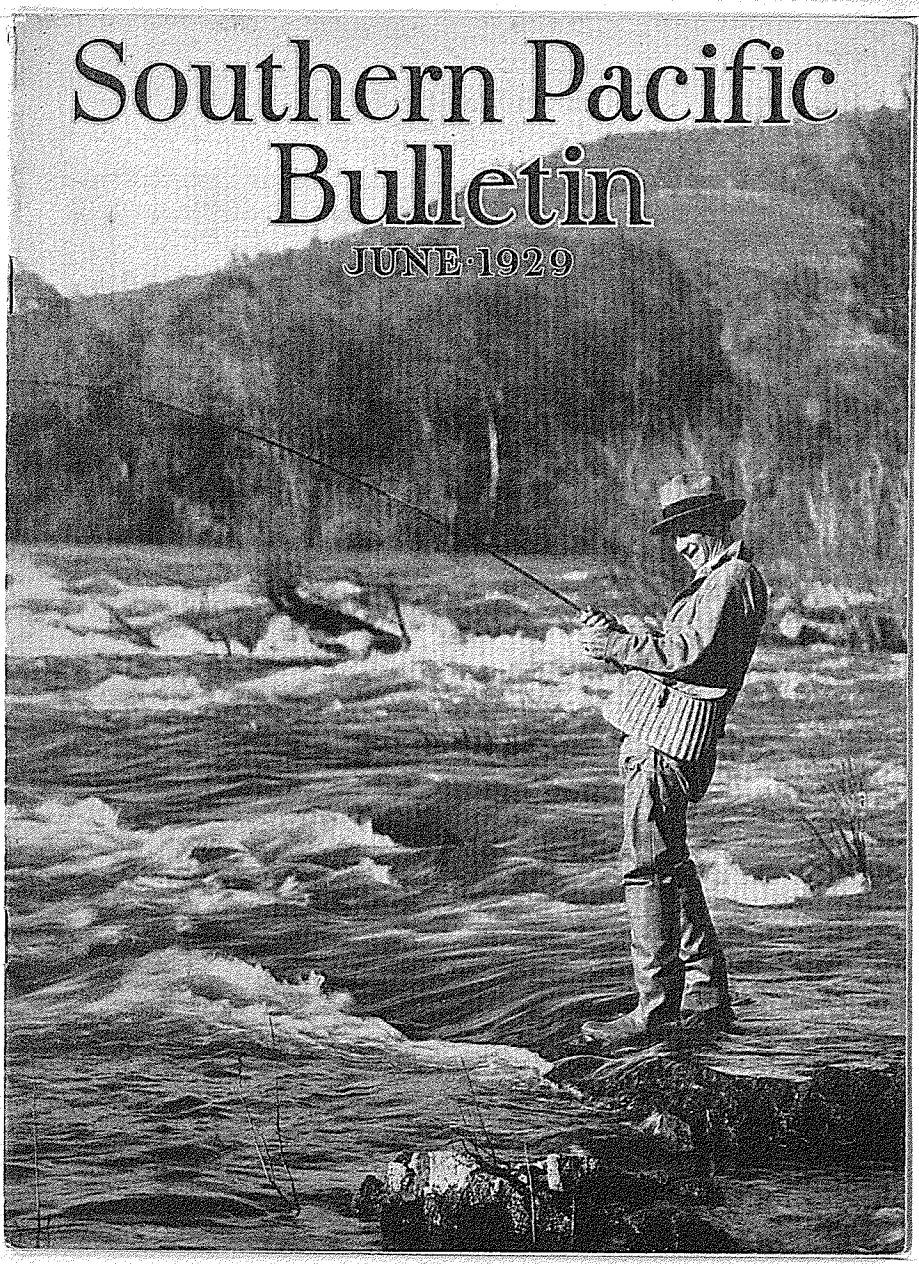
Southern Pacific Bulletin

JUNE·1929



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Southern Pacific Bulletin

ERLE HEATH, Editor
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Signed contributions are invited and should reach the editor by the 15th of the month. Manuscripts and photographs will be returned if requested

The Game of Railroading

MOST of us enjoy watching a well played game in any sport. Staid businessmen and demure ladies join the enthusiasm of boys and girls when a player knocks the baseball over the fence for a home run with the bases full, or when the halfback breaks through the line for a long run to a touchdown as the referee's gun barks the end of the football game. We applaud the individual whose playing was distinguished. But with greater admiration we remember the team-work—the coordinated effort of every player—that brought success to the team.

Many people regard the "game" of railroading in much the same way. The traveler whose questions were answered so pleasingly by the ticket clerk; whose baggage was taken care of so accommodatingly by the red cap porter; whose misfortune in losing a ticket was so considerately handled by the conductor; who enjoyed a well cooked and tastily served meal in the dining car; who was delighted in watching the courtesies extended by a thoughtful brakeman; and who reached his destination after a comfortable journey in passenger equipment of the highest standard; is certain to "sing the praises" of many individual railroaders. At the same time he becomes a friend of the railroad, for he realizes that after all it was through the team work of hundreds of men and women that his railroad journey was made such a pleasant one.

Team work is just another word for cooperation. You never saw a crew win a boat race with one man resting on his oars. Every man had to keep up the stroke and do his part. Nor can you hope to find a successful railroad unless every person in the organization is awake to the responsibility his particular work plays in the all-important job of producing satisfactory passenger and freight service.

Southern Pacific employes are well aware of this situation. The high regard in which the Company is held by people in the territory served by our lines, indicates that the men and women of the railroad organization are doing much toward creating the friendships necessary in the business of selling transportation.

Railroads As Civilizing Force

The following statement is taken from an article on "The Civilizing Rails," recently written for "Economic Geography" by Mark Jefferson, Professor of Geography, Michigan State Normal College.

RAILWAY TRANSPORTATION is the agency that for the century past has done more than any other single one of man's inventions to transform human life, especially in the way of pushing backward people forward and lifting submerged classes. The old-fashioned peasant, clinging closely to the ways of his fathers, and accepting a status of inferiority, has disappeared here before the whistle of the locomotive and the rustle of the newspaper. Local costumes and customs have had to yield here to the garments and manners of wider areas. The rural dweller here is familiar with the ways of the townsfolk.

The United States has been aptly called a railway-created country. Railways here enabled men to carry civilization, a civilization that was undoubtedly European, into what had been a trackless wilderness and create there widespread prosperity.

It is not that the railways happened to come along just as the country was being settled. The country did get settled then because the railway was available to do the work. Without the rails there would be no such country today. Settlement would have crept slowly along the rivers; numbers would still be small and wealth far less. Canals would be more numerous and fewer of those once built would have fallen into decay. All the waterways would be in use, but the total movement would be, by our present lights, insignificant. The railways made the United States, and the present generation has its whole life tied up with the effects of railways.

Interesting Railroaders

EDW. S. CORLETT
Clerk, General Foreman, Sacramento Shops

PROBABLY no one at the large General Shops in Sacramento comes in daily contact with as many employes as does Edw. S. Corlett. Nor is anyone more universally liked than is this clerk to the general foreman of the Locomotive Department.

If a mechanic comes to the shops looking for a job, Ed Corlett is the first man he runs into. If a fellow is leaving the service, Ed is the last man he has dealings with. If a vacation is wanted, Ed takes care of the request, and if an employe is so unfortunate as to be injured, Ed is the one who makes out the accident report and follows the case through. He handles the record of every man in service at the shops, and some of the boys will tell you that there is very little about the lives of the Sacramento shopmen that Ed Corlett does not know.

Ed is the general utility clerk for any and all purposes. If there is a subscription list to be passed around, or any other job of a more or less onerous nature, it is always a case of "Let Ed Do It;" and Ed does it to everyone's satisfaction.

Corlett was born on the Isle of Man, England, and brought his family to this country in 1908. He already had considerable railroad experience and when he reached Sacramento in September of that year he started work in the Company's Car Shops. He has held his present position since 1911. He has three children, all working for Southern Pacific. Evelyn is a nurse at the Hospital; Herbert is a clerk at the shops, and, during the school vacation, Norman has a temporary job at the shops.

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Overland's Running Time Cut to 58 Hours

New San Francisco Limited Makes Seven Trains Daily Between Pacific Coast and Chicago; Millions Spent in Improvements

A CUT of five hours in the running time of Southern Pacific's famously-known Overland Limited, without change in extra fare, to establish a 58-hour schedule between Chicago and San Francisco, becomes effective June 9.

At the same time a new train, the San Francisco Limited, running on the Overland's former schedule of 61¼ hours, will be placed in service between San Francisco and Chicago without extra fare. Also the extra fare charge will be removed from the Golden State Limited, which will continue to operate on 61¼-hour schedule between Los Angeles and Chicago. The running time of both the Gold Coast and Pacific Limited will be shortened.

With this forward step in passenger service, Southern Pacific will have four trains operating daily between San Francisco and Chicago over the Overland Route and three trains from Los Angeles over the Golden State Route.

On its new and faster run, the Overland will make it possible for travelers to cross the continent with only three nights on the train from New York and two nights from Chicago. Sixty years ago, when the first transcontinental railroad was completed, the one fast "Express" made the cross-country trip in seven days, while the "Emigrant" trains of early days were en route for weeks instead of days.

The revised schedule provides for the Overland's departure from San Francisco at 9:40 p. m. and arrival in Chicago at 9:40 a. m. on the third day from the Pacific Coast. Westbound, the Overland will leave Chicago at 11:50 a. m., arriving in San Francisco at 7:50 p. m. on the third day. The running time will be 58 hours in both directions. Close connections in Chicago with the principal trains to and from New York City will bring the big cities of the Atlantic seaboard one day nearer San Francisco in point of travel time.

The San Francisco Limited, new 61¼-hour flyer, will leave San Francisco at 6:00 p. m., the same as the Overland's former schedule, and will arrive in Chicago at 9:15 a. m. on the third day. The running time westbound will be 62 hours and 50 minutes, leaving Chicago at 8:20 a. m. and reaching San Francisco at 9:10 a.m. This train will be first-class in every respect with the latest developments in sleeping car, lounge, smoking room and observation car appointments, together with convenient service of a barber, valet, maid, and shower bath.

The Gold Coast will take a new and faster schedule, leaving San Francisco at 7:00 p. m. and arriving in Chicago at 4:30 p. m. the third day, cutting the running time three hours. This train will also carry equipment for Denver, Kansas City and St. Louis. Westbound, the train will leave Chicago at 2:30 p. m., arriving in San Francisco at 8:30 a. m.

The Pacific Limited will cut its time one hour and 20 minutes from San Francisco to Chicago, leaving San Francisco at 11:00 a. m. instead of 4:00 p. m., and arriving in Chicago at 7:40 a. m.

Efforts made in recent years by Southern Pacific, the West's pioneer railroad, to provide its patrons with unrivaled transcontinental transportation facilities, is reflected in the fact that the Overland's running time has been reduced 10 hours in less than three years, and also in the light of other accomplishments, which include:

A new and shorter route between San Francisco and Portland, over the scenic Cascade Line of Shasta Route, constructed at a cost of 40 million dollars;

Broadgauging, from Wendell to Lakeview, of the Nevada-California-Oregon line, which road, in connection with $5,000,000 new line now being built between Alturas and Klamath Falls, will provide a new transcontinental short line through Southern Oregon and Northern California to connect the Shasta and Overland routes;

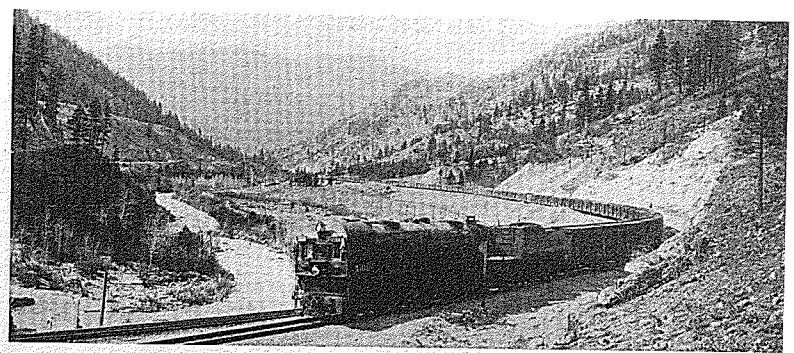
New $15,000,000 line through Arizona, placing Phoenix on a main transcontinental route;

Double-tracking of the Overland Route over the Sierra-Nevada mountains;

Completion of the West Coast of Mexico line to Guadalajara, making possible through service to Mexico City;

Broadgauging the line between Tahoe and Truckee, giving through Pullman service to the lake's shore;

Work has started on a $12,000,000



One of Southern Pacific's largest and most powerful locomotives "on line" in the Sierra, pulling its string of freight cars over the mountains near Truckee, eastbound on the Sacramento Division. This type of locomotive with the cab in front, is unique with Southern Pacific. This arrangement keeps the cab clear of smoke and gases when operating through tunnels and gives the engineer an unobstructed view. The locomotive is single expansion articulated with a 4-8-8-2 wheel arrangement. They are 120 feet long, and when loaded weigh 956,000 pounds, with a tractive power of 112,760 pounds. The locomotives are designed for use in passenger and freight service over mountain territory. Ten are now in service between Roseville and Sparks, and sixteen more are under construction.

steel bridge across Suisun Bay to replace the present car transfer ferry boats;

Installation of a $700,000 remote control system is now under way over the 40 miles between Stockton and Brighton Junction, which will provide greater efficiency and economy in train operations.

Coincident with this fast-moving construction program, Southern Pacific has made numerous refinements in service; innovations such as automobile baggage cars over the Sierra, a ticket delivery and travel service bureau in San Francisco, new type observation cars on the Daylight, single bed-room cars on the Lark, and spring mattresses on all Pullmans.

Since 1924, orders for new equipment, both passenger and freight, have totaled more than 52 and a half million dollars. Sixteen powerful Mallet-type locomotives 120 feet long, with traction power of 112,700 pounds, have been developed for service in mountainous territory. Ten ultra-modern all-steel lounge cars have been purchased with upholstered chairs and davenports, telephones for use at stations, and radio connections. Twenty-five dining cars now being received, embody latest refinements of construction and appointments, with soft colors and indirect lighting.

In five years Southern Pacific has constructed more new line than any other railroad, and in the last fifteen years 1481 miles of new line have been built at a cost of 88 million dollars.

Still building with the West, Southern Pacific has spent in the last ten years more than 250 million dollars for new facilities to serve its Pacific Lines.

Famous Artist Gives S. P. Credit For His Regaining Health

Paul Dougherty, member of the National Academy, and one of the nation's great painters, whose works hang in the Metropolitan Museum of art in New York, the Corcoran art gallery at Washington, and the Chicago Art Institute, two years ago went to Tucson, Arizona, so ill that on his arrival he could not raise his hand. Today he is a well man, and he says that but for the Southern Pacific Company he would probably be dead.

In France he was stricken with anthritis. His physician prescribed a desert climate, and upon application at the Southern Pacific Paris office he was given much literature on America, including a booklet of the Tucson Sunshine Climate Club. After reading the literature, he decided to go to Tucson. Today he is fully restored to health and expects to live out his alloted span of life. He feels that he owes a debt of gratitude to the Southern Pacific, for had he not by chance stumbled upon the company's Paris office and gotten the literature it is probable that he would not have heard of Tucson and its wonderful climate.

Cartoonist V. O. Brunner, telegrapher at Canby, Ore., thinks some one has been let in for a tough job in judging the hundreds of ideas of various sorts that will be submitted in the contest "How Southern Pacific Can Increase Its Revenues."

Hurry! Hurry!

If you have not already written the Editor of the Bulletin a letter presenting your ideas on "How Southern Pacific Can Increase Its Revenues," get busy right away. The contest, which offers cash prizes ranging from $100 to $10 to the employes who submit the most practical suggestions, closes June 15. Only letters posted on or before that day will be considered by the judges.

Remember, too, that three prizes of $25, $15 and $10 are offered for the best slogans expressing in a very few words the high standard of service Southern Pacific offers travelers and shippers.

San Francisco Club Observes Railroad Anniversary

In celebration of the sixtieth anniversary of the driving of the golden spike on the Central Pacific, the meeting of the Islam Temple Luncheon Club at the Palace Hotel, San Francisco, May 16, was designated as Southern Pacific Company Day, and the program rendered was in fitting harmony with the occasion.

John D. McGilvray, vice president of the luncheon club, welcomed the Southern Pacific officials as guests, practically every official in San Francisco on that day being present. W. H. Moulthrop, assistant to chief engineer, officiated as master of ceremonies, assisted by Lindsay Campbell, development agent.

Short addresses were made by Don Elliott, the club president; Dr. W. P. Read, Potentate of Islam Temple; Garnett King, chairman of the day, and W. H. Moulthrop. A special program of vaudeville acts was rendered, including numbers by the Southern Pacific jazz chorus. Garnett King, assistant passenger traffic manager, was the lucky winner of one of the attendance prizes.

New Dining Cars Have Many Pleasing Features

Twenty-five new dining cars, costing $1,500,000, are now being placed in service by the Company.

The new cars are of steel construction, inside and out; 77 feet long, with seating capacity of 36; and in interior finish contain many new features, the principal of which is the employment of color.

Ten of the cars are finished in walnut, while the remainder are done in several tones of green. The ceilings of all cars are cream colored. The cars are carpeted throughout, and chairs are equipped with slip covers, which harmonize with the decorations.

There is a large art mirror in the lobby end of each diner, replacing the customary sideboard locker of previous models. The lighting scheme is of the two-deck type. The upper deck fixtures are spaced in the center of the ceiling, and the lower deck lights are directly over the tables.

The Company has also ordered fifteen all-steel chair cars for use on the Pacific lines, of the most modern design. They will be 82 feet 5½ inches long, with a seating capacity of 56. They will be equipped with thermostatic heat control, adjustable backs and footrests, and upholstered and finished in the new color shades.

Business Branch of Library at San Francisco is Opened

Equipped with all types of books on business, accounting, finance, salesmanship and commerce, the new Business Branch of the San Francisco Public Library is now opened in the Russ Building, Room 1104. This new branch is a modern library devoted to the interest of the business and financial men of the community.

Individual attention and special telephone service is available from 10:00 a. m. to 5:30 p. m. every week day (except Saturday 10:00 a. m. to 1:00 p. m.) by phoning Sutter 0580.

New York Office Moved

On May 14, the office of the general agent, passenger department in New York City was moved to Room 1012, Bank of United States Building, 535 Fifth Avenue.

The move was made to enable the passenger department to be in closer contact with other railroads, whose passenger departments are almost entirely located in the uptown section where the new office is located.

Keeping the Linen Clean

Millions of Pieces of Laundry in Company's "Family Wash" Done at West Oakland Plant

By E. J. Whisler, *Associate Editor*

Nearly eighteen million pieces of linen! That is the annual "family wash" of the Southern Pacific!

And being, like all good housekeepers, thrifty and economical, the Company does its own washing. However, Monday has no special significance in this establishment, for every day of the week is washday.

Did you ever wonder as you seated yourself in a diner before an immaculate cloth and the waiter placed a snowy-white napkin in your hand, where they came from and what became of them after you had finished your meal. Or, who furnished the spotless apron and coat worn by that waiter?

These are only a few of the many items of linen required in the day's work, and the handling of this enormous "washing" is an interesting story.

The Company operates 160 dining cars, 31 all-day lunch cars, 42 club cars, 30 ferry boats, 6 restaurants at various points, 7 club houses, and 14 emergency hospitals along the line. All of these, as well as private and business cars, maintenance of way and other outfit cars used by construction and repair gangs, require clean linen constantly, and the providing of this linen is a task of no mean proportion.

The laundry work for the entire Pacific System is done at one central plant, the laundry at west Oakland, Calif. This plant is the largest railroad laundry on the Pacific Coast and is regarded by authorities as one of the most complete, efficient and economically operated railroad laundries in the country. It has received much attention from laundry experts, and has been the subject of numerous articles in leading laundry journals. Many of the efficiency devices inaugurated in the Oakland laundry have been adopted by leading laundries in other cities.

Packing napkins in sealed cartons for shipment. 14,000 clean napkins leave the laundry every day.

Average Volume

Some idea of the volume of work turned out may be gathered from the following itemized statement of one day's work: Napkins, 14,006; table cloths, 5022; towels, 11,000; aprons, 2531; coats, 1175; sheets, 1333. This covers only the heavy items, smaller pieces such as waiters', chefs' and maids' caps, doilies, seat covers, etc., not being enumerated. This is an average day's output. The peak season is during June and July, when the summer excursion and convention business is at its height. During that period as many as 50,000 pieces of linen are turned out in one day, or 1,500,000 in a month.

Seventy people are continuously employed, and twelve seamstresses in addition are kept constantly busy in reconditioning articles which are found to be in need of repair.

The largest item handled is napkins. When ironed, they are placed in sanitary, sealed boxes containing fifty each, so that no hand or foreign substance touches them from the time they leave the laundry until they are placed in the passenger's hands on the diner, perhaps thousands of miles away.

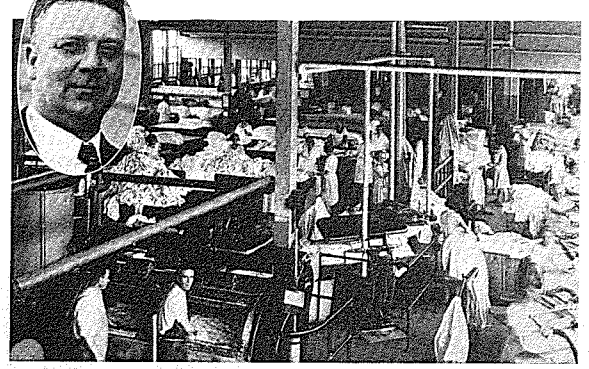
Every dining car is furnished at the beginning of a trip with sufficient linen for the number of meals to be served, plus a margin of 15 per cent to take care of possible emergencies. This linen is counted and charged to that car, and is again checked when it is returned to the laundry.

Few "Souvenirs"

An interesting fact about this checking is the small number of shortages found. The souvenir hunters apparently do not have the interest in railroad table linen that they do in hotel and Pullman car equipment.

The routine of handling linen through the laundry is strictly scientific, every process being closely timed according to a predetermined calculation. There is no guesswork.

A water softener first reduces the water to zero, which means in everyday English that every particle of alkali is neutralized and that the water is absolutely



General view of the Southern Pacific laundry at West Oakland, Cal. Inset is A. Grant, laundry manager.

Extracting machines, which remove the surplus water from the linen after washing. There are nine of these machines in constant use.

Hand presses, for ironing starch work. Six operators handle a battery of twelve presses and can press 1,500 waiters' coats a day.

pure and soft. This reduces the cost of supplies such as soap 50 per cent, increases the life of the linen 75 per cent, and reduces the time of washing 25 per cent. After the water leaves the softener it is heated to exactly the proper degree before it is placed in the washing machines.

These nine machines have a total capacity of 5500 table cloths every hour, which includes the time required to load, wash and unload. After washing, the linen is placed in the extractors, which remove the surplus water. There are nine of these extractors, and their operation requires fifteen minutes for large pieces such as table cloths, and ten minutes for small pieces.

From the extractors the linen goes to the shaking tumblers, large wooden cylinders which operate with an oscillating movement and thoroughly shake up and loosen the linen, so that when it is removed it merely requires to be smoothed out, and retains just sufficient moisture to be ready for ironing without sprinkling or further attention.

Table cloths, napkins and similar articles are ironed by flat work ironers, which are a series of large rolls through which the linen is run. There are three of these ironers, with a capacity of over 15,000 table cloths a day.

Press 1200 Coats

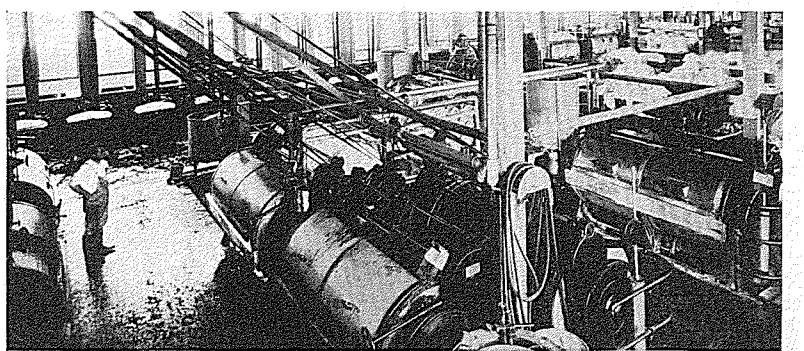
Starched work, such a waiters' coats, aprons, uniforms, etc., are ironed on hand-operated presses, of which there are twelve, handled by six operators. This battery of presses has a capacity of 1500 coats every six hours, the average work performed being about 1200 coats daily.

After ironing, the linen passes to the folders and assorters, who perform the two operations at the same time. There are three grades of linen, all the same quality, but graded according to age—the new, slightly used, and worn. As the napkins, table cloths, etc., are folded, they are placed in three piles, according to their classification, and each article found to have the slightest mark, stain or damage is laid aside for further attention or repairing.

It is interesting to watch the employes at work. Every step is standardized. There is no lost motion, no wasted effort. So many moves place a piece in the ironer. So many motions fold it. Each napkin must be placed in such a position and so folded that the Company medallion will be in the exact center and facing the customer when seated at the table. It takes just five motions to do this. The whole laundry operates with clock-like precision. It must or it could not be so efficient.

It has taken you from five to six minutes to read this. If it was only five, then, while you were reading, the laundry has washed and ironed 470 pieces of linen, or about the equivalent of the average family's monthly washing.

How would you like to try that on your washboard?



The washing machines. There are nine of them in the laundry and they can wash 42,000 tablecloths in a day.

W. P.-G. N. Project Offers the Public Nothing But Unnecessary Investment Burden

As a line for handling through traffic, the Great Northern-Western Pacific project in northeastern California "offers the public nothing but an additional and tremendous burden of unnecessary investment," Ben C. Dey, general attorney of the Southern Pacific Company, said in an address presented to the Sacramento Region Citizens Council at Grants Pass, Ore., May 11.

Noting that "the applicants do not claim much for their projected line as a creator of new traffic," Mr. Dey said that of the 200 miles of railroad proposed between Klamath Falls, Oregon and Keddie, California, "130 miles would be an unnecessary duplication of existing facilities and the remaining 70 miles would be located in territory not capable, in our opinion, of producing sufficient traffic to warrant the construction; and even in that territory, if a railroad were justified, it could be more economically served by extension of existing lines in the territory."

Mr. Dey stated that the construction proposed by the Western Pacific and Great Northern would offer no shorter route. On the other hand, he pointed out, it would be at least 77 miles longer beween all principal points of production and consumption.

Nor would the Western Pacific-Great Northern line offer any wider market.

"There are no markets in the United States at this time that are not being reached by Southern Pacific through its through routes and interchange with other transcontinental lines, including the Great Northern and Western Pacific," said Mr. Dey. "The construction of this new project will not change the situation in the least. Markets in the Northwest are now available to California shippers, and markets of California are now available to points in the Northwest, just the same as they will be if the Great Northern-Western Pacific extension is constructed.

"No lower rates are offered, but in place merely an increase in transportation costs is threatened," said Mr. Dey. He cited interpretations of the Transportation Act of 1920 by both the Interstate Commerce Commission and U. S. Supreme Court to show that the existing law is designed to prevent interstate carriers from constructing superfluous lines which might increase the burden of waste upon the public.

"It is clear," he continued, "that under the theory of existing law construction of new railroads which must depend for support largely upon the traffic that can be diverted from existing lines will necessarily add to the total bill the public must pay," as well as weaken the character of service rendered by such existing lines."

The speaker pointed out that rates between California and cities of the North are necessarily low, inasmuch as they are governed by low cost of water transportation. "In fact," he added, "there is no lower rate basis anywhere in the United States than between California and the Northwest."

Mr. Dey declared that not only does "the Pacific Ocean parallel to the rail line forever bar a transportation monoply along the Pacific Coast, but that in addition we have competition on the highways reaching every village and city served by the railroad as well as the beginnings of competition by airplane."

As to the situation with respect to railroad competition, he pointed out that in Oregon, Southern Pacific is faced with the Great Northern, Northern Pacific, Union Pacific, and Spokane Portland & Seattle Railway as well as of the Oregon Electric, owned by the northern lines, extending almost the full length of the Willamette Valley; and in California Southern Pacific must compete with three transcontinental lines.

In connection with the talk of competition, Mr. Dey stated it is amusing to note that for a long time the Great Northern organization has put forth great effort in the Pacific Northwest to arouse public interest against railroad competition that results from the highly competitive lines of the Great Northern and Northern Pacific. He pointed out that the proposed consolidation of those lines is now pending before the Interstate Commerce Commission.

"They have represented that if the ruinous competition can be brought to an end, there will be a saving of millions annually in operating expenses and other charges to the lasting benefit of the public. These claims are in violent conflict with their present utterances."

Replying to charge of the Western Pacific that "in the Sacramento Valley rail competition ends at Chico and does not reappear until we reach Oregon," Mr. Dey said the district mentioned has a splendid railroad with frequent passenger and freight train service, ample car supply, and every modern transportation facility.

"The only possible effect the Western Pacific project would have on the territory in question," said Mr. Dey, "would be to divert enough traffic from the existing line to result in less frequent and less effective service."

Facts Correct Misleading Statements

A NUMBER of misleading statements have been made by proponents of the proposed Western Pacific-Great Northern line between Klamath Falls, Ore., and Keddie, Calif. Some of these are mentioned herein and the facts given so that Southern Pacific people may be in a position to refute such statements.

Broad generalities as to new markets which would be opened by the proposed new line have no foundation in fact and should be answered by a request that the statement be made more definite. As a matter of fact no advocate of the proposed line has been able to name a single new market that would be opened or developed for any product of any state.

The assertion that "the territory served by the Great Northern Railway in the Northwest is capable of consuming large quantities of citrus, canned and dried fruits, grapes, melons, nuts and raisins, vegetables, sugar and manufactured articles produced in California and in the southwestern section of the United States," with the implication that there is not now a free flow of traffic between the regions mentioned, is misleading.

The facts are that the territory served by the Great Northern is now open to California by a shorter route than would be offered by the proposed line. This is via Southern Pacific to Chemult and thence over the Great Northern's own lines, a route 77.7 miles shorter between San Francisco and Spokane than would be the proposed new route. As the Northwest already receives all the tonnage of California and other products that its markets can consume, it is obvious that the proposed line would have no influence toward increasing consumption.

The same answer applies to the statement that the Northwest is a large producer of articles for which there is a demand in California, and which demand would be developed by the proposed line. The proposed line merely would offer a longer route and could not influence the development of any market for any of these Northwest products.

The public is being told that the proposed connection between the lines of the Great Northern and the Western Pacific will furnish a new and

much shorter rail route lying entirely east of the Cascade mountains between Spokane and a large portion of the Southwest.

This is a mis-statement of facts. The proposed line would not furnish a new rail route, as this route already is available via Great Northern and Southern Pacific. The proposed construction would do nothing but substitute Western Pacific for Southern Pacific through a certain portion of the country. As Southern Pacific serves a great portion of California it would be necessary in many instances to use three lines instead of the two now operating.

Longer Route

The proposed route, in place of being "much shorter," would be much longer, as indicated in our booklet "Adequate Transportation Must Not Result in Wasteful Duplication."

As a matter of fact the proposed line would be 532 miles longer between Spokane and Salt Lake City, and 362 miles longer between Portland and Salt Lake City than the existing lines of the Union Pacific.

On account of these greater distances service on the proposed line would be inferior to that now available.

Speakers for the Great Northern-Western Pacific have been emphasizing the proposed rate merger with the Santa Fe. This so-called merger, announced recently through the press by Great Northern-Western Pacific, offers nothing new to Pacific Coast shippers.

The statement that the proposed merger will provide a new basis for rates to the Northwest and Inland Empire is without ground. The rate merger apparently proposes to establish a line of rates by way of Stockton and the Santa Fe to duplicate the present rates via Santa Fe Stockton and Southern Pacific and its connections including the Great Northern between points in California on the one hand and points in Oregon and Washington and territory beyond, on the other.

What is proposed is nothing new. It merely duplicates rates now carried over the Southern Pacific. For many years the Southern Pacific and the Santa Fe have had an understanding that rates between Santa Fe points south of Stockton and points on the Southern Pacific and its connections in Oregon, Washington, Idaho, Montana, and beyond, should be on an equality with the rates in effect via Southern Pacific to or from the common or opposite station. In other words, an agreement to maintain a competitive route in connection with the Santa Fe via Stockton placing the Santa Fe on an equality with the Southern Pacific.

Under this understanding, to the extent the Santa Fe has desired to participate in this north and south traffic, it has done so. Whatever rates are in effect today via the Southern Pacific that are not also applicable from relatively located points on the Santa Fe are not ineffective to any fault of the Southern Pacific.

Same Rates Now

Rates upon fruits and vegetables, both fresh and dried, nuts, canned goods, manufactured products northbound, dairy products, forest products, cereals, and upon manufactured products southbound, and a very complete line of rates both north and south bound are in effect today.

Southern Pacific has these rates in effect via Portland in connection with all lines out of that point and has recently established rates in connection with the Great Northern via Chemult, near Klamath Falls, in order to handle traffic between Spokane and the inland territory. This will give shippers a choice of two routes, one via Portland and one via Chemult and affords more liberal diversion opportunities than can be made available by proposed route. These rates and choice of routes are in line with policy Southern Pacific has followed for purpose of maintaining a very open interchange with all railroads to provide shippers the best possible service and variety of routes. This policy makes unnecessary the construction of additional and duplicating railroad lines.

What the Western Pacific, Great Northern and Santa Fe now propose is nothing new since it duplicates rates and services already offered via Southern Pacific. Also their proposal does not give any additional route except to the extent that it would permit the utilization of Western Pacific instead of Southern Pacific north of Stockton, if allowed to connect at Lookout. This is a less desirable route than now offered by Southern Pacific via Chemult or Portland.

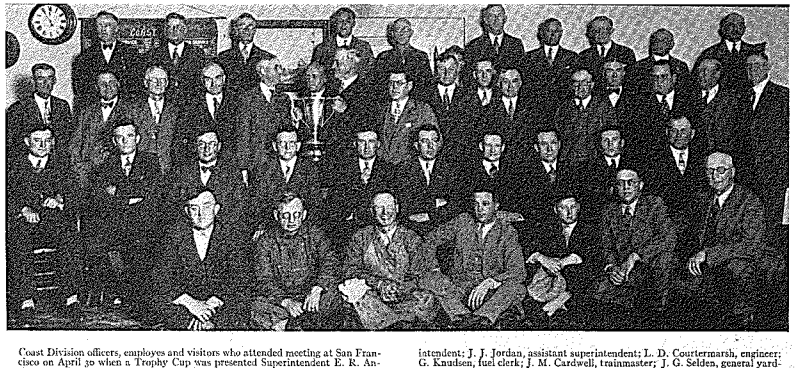
Hundreds of Employes in S. F. Meeting

SAN FRANCISCO learned on the night of May 21, that any danger that threatens Southern Pacific means a menace to the welfare of a large number of men and women.

More than 3000 Southern Pacific employes and their families filled to overflowing a meeting at which Sherman Burke, assistant industrial agent, explained the various applications of the Western Pacific and Great Northern Railways, in their attempt to divert revenues from the Southern Pacific. W. W. Adams, chairman of the local committee of adjustment of the Order of Railway Conductors, followed Mr. Burke. He explained the personal interest of each employe in the various issues.

Before adjournment the assembled employes adopted a resolution requesting the Board of Supervisors of San Francisco to answer the request of the Great Northern and Western Pacific for an endorsement of their applications by "an unequivocal statement in support of Southern Pacific's contention that proposed line is merely an unnecessary duplication of existing adequate facilities."

Scottish Rite Hall proved to be too small for the attendance and an adjoining room with a capacity for about 1500 more people was commandeered. Even with this extra space, many hundreds were unable to get in. After the speaking floors were cleared and the rest of the evening was spent in dancing.



Coast Division officers, employes and visitors who attended meeting at San Francisco on April 30 when a Trophy Cup was presented Superintendent E. R. Anthony as the permanent possession of his division for having made the best record in fuel saving for three consecutive quarterly periods.

Top Row, Left to right: H. J. Kelley, fireman; W. G. Fifield, road foreman of engines; J. T. O'Connor, conductor; V. G. Cottrell, clerk; B. W. Worth, engineer; W. Hoogendyk, engineer; J. A. Hischier, engineer; J. T. Moore, engineer; H. R. Hicks, chief clerk; G. O. Hasson, stationmaster.

Second Row: F. H. Depew, Roadmaster; F. D. Dutton, roadmaster; W. B. Van Horn, engineer (Shasta Division); W. Vandewater, roundhouse foreman; J. N. Clark, chief fuel supervisor; I. J. Onyon, chief dispatcher; E. R. Anthony, superintendent; J. J. Jordan, assistant superintendent; L. D. Courtemarsh, engineer; G. Knudsen, fuel clerk; J. M. Cardwell, trainmaster; J. G. Selden, general yardmaster; W. M. Lloyd, engineer; H. C. Van Zandt, fireman; A. Forster, signal supervisor; C. E. Grass, engineer (Stockton Division).

Third Row (seated): J. M. Roche, Engineer; W. B. Sharp, asst. Road foreman of engineers; H. B. Watkins, roadmaster; F. C. Kramp, district storekeeper; C. H. Malone, engineer; E. F. Hoover, engineer; O. H. Christiansen, hostler; E. J. Beck, fireman; F. J. Castelhun, fireman; F. L. Guy, division engineer.

Fourth row (front): L. P. Hopkins, trainmaster; J. Phillips, engineer; W. Jones, engineer; P. Jolly, engineer; C. E. Vallandigham, fireman; O. C. Anderson, water & fuel supervisor; P. Goulden, roadmaster.

New Gas-Electric Cars Will Be Used in Suburban Service

For use in connection with its present steam trains in suburban commuter service Southern Pacific has ordered 21 new type gas-electric cars, which will be ready for operation this Fall.

The cars will be equipped with the most up-to-date devices for lighting, heating and ventilation, and were ordered only after exhaustive tests as to their speed, adaptability and comfort.

Five of the new cars will be placed in service between San Francisco and San Jose, four on the Western Division, four on the Northwestern Pacific, and eight will be used by the Texas & New Orleans Railroad.

The nine cars for the Pacific lines include five 600-horsepower double end control, 74 foot, all-steel cars with a seating capacity of 62 passengers, and four all-steel combination passenger and baggage cars equipped with 400-horsepower engines.

The Northwestern Pacific cars consist of two 600-horsepower, double unit combination baggage and passenger cars, and two 400-horsepower single unit combination baggage and passenger cars.

The Texas & New Orleans Railroad cars consist of two 300-horsepower and six 400-horsepower all-steel cars.

SOLID IVORY

Dumb: "Do you know that 17,282 elephants were needed to make billiard balls last year."

Dora: "Oh, my isn't it wonderful that such big beasts can be taught such exacting work?"—Exchange.

Shippers Support S. P. in Opposition

SHIPPERS, the men most vitally interested in maintaining efficient rail transportation, have organized to oppose the proposed Great-Northern-Western Pacific construction from Klamath Falls, Oregon, to Keddie, California, in a region now adequately served by Southern Pacific lines.

The Shippers' Committee of the Good Railway Service Association was formed at a San Francisco meeting May 17, 1929, attended by shippers from California, Oregon, Nevada and Utah, representing 750,000 carloads annually. They have signified their intention of intervening before the Interstate Commerce Commission against the proposed rail building, believing that it would impose an unnecessary burden of investment and operating costs upon the public.

The sponsors of the committee, which is adding new members daily, include:

California

ALTURAS: Frank McArthur, cattleman; T. A. Walls, banker; P. S. Dorris, president California Cattlemen's Association.

ALAMEDA: E. K. Taylor, attorney.

ARMONA: Dallas Gray, fruit shipper.

BAKERSFIELD: Stanley Pratt, San Joaquin Cotton Oil Co.

BERKELEY: Robert Sproul, comptroller, University of California.

CALEXICO: T. J. West, cotton grower.

CERES: T. E. Wilson, warehouseman.

COLUSA: Geo. Ahlf, Ahlf Bros.

CROCKETT: L. E. Hart, Mgr., Bank of Pinole.

DELANO: Harry Devenny, cotton grower.

LOS PALOS: Judge W. Boyd Smith, president Chamber of Commerce.

DUNSMUIR: C. U. Huff, president Chamber of Commerce.

EUREKA: F. W. Georgeson, Editor, Humboldt Standard.

EXETER: Roy Pinkham, Pinkham Holdings Co.

FRESNO: A. J. Wishon, president San Joaquin Light and Power Corp'n; B. A. Cannon, vice president and general manager Sugar Pine Lumber Co.; A. Setrakian, Midstate Horticulture Co.

HANFORD: George C. Aydelott, Hanford Ice Co.

HAYWARD: W. T. Knightly, manager Hayward branch, Bank of Italy.

LINDSAY: C. H. Osborn, Lindsay Ripe Olive Co.; Charles Burr, Burr Fruit Co.; W. O. Johnson, president Lindsay Ripe Olive Co.

LOS ANGELES: H. S. Hazeltine, president American Fruit Growers' Association; Leslie B. Henry, manager Blythe Company, brokers, Los Angeles and Pasadena; V. H. Rossetti, executive vice president Farmers & Merchants Bank; Rex S. Sawyer, traffic manager Associated Jobbers and Manufacturers; Carlyle Thorpe, president California Walnut Growers' Association.

LONG BEACH: Fred Bixby, cattleman.

MARYSVILLE: Reginald Clemence, orchardist.

MERCED: Capt. John R. Graham.

MONTEREY: K. Hovden, shipper and fish packer.

OAKLAND: Howard Baxter, Automobile Supply Co.; L. V. Graham, general manager, Chicago Lumber Co.; Joseph H. Hunt, Hunt-Hatch Co.; Leo. Jacobs, vice president S. T. Johnson Rotary Oil Burner Co.; Ray H. Montague, vice president and general manager G & M Gravel Co.; A. B. Post, president, Oakland Bank; Willard W. White, White & Pollard, real estate.

ORANGE: Charles L. Hill, traffic manager California Wire and Cable Co.

PALO ALTO: T. P. Nutting, attorney.

PATTERSON: J. D. Patterson, Patterson Orange Co.

PETALUMA: J. E. Olmstead, publisher Petaluma *Argus-Courier*.

REDLANDS: C. P. Earley, general manager Mutual Orange Distributors.

RICHMOND: A. P. Paulson, real estate, member of City Council; E. M. Downer, president Mechanics' Bank.

SACRAMENTO: J. L. Flanagan, president Down Town Association; J. H. Stephens, president Merchants National Bank; W. P. Dreyer, president California Transportation Co.

SALINAS: Arthur C. Hayward, Hayward Lumber Co.

SALIDA: Chas. E. Capps, banker and merchant.

SAN DIEGO: John F. Forward, Jr., president Union Title & Trust Co.

SAN FRANCISCO: Sam T. Breyer, Gerson & Breyer, merchants; J. S. Curran, banker; F. J. Koster, president California Barrel Co., Inc.; John D. McGilvray, president McGilvray-Raymond Co.; J. D. Ryan, Collin Redington Co.; H. T. Thompson, Anglo London Paris National Bank; D. V. Maffei, vice president Italian Chamber of Commerce.

SAN JOSE: James A. Chase, lumber; W. S. Clayton, president First National Bank; V. T. McCurdy, grower and shipper.

SANTA BARBARA: E. H. Clinton, real estate; T. Paul Dalzel, president California Lettuce Growers' Association.

SANTA CRUZ: Samuel Leask, merchant.

SANTA ROSA: Frank P. Doyle, banker and agriculturist, director U. S. Chamber of Commerce, director Golden Gate Bridge Board.

SELMA: Eugene Browe, rancher.

STOCKTON: Fred R. Beerman, traffic manager Atlas Rock Co., commander American Legion Post; J. J. McDonald, fertilizer business; L. E. Meyers, agricultural implements; Arthur F. Roberts, manager Hobbs-Parson.

SUSANVILLE: Geo. M. McDow.

TERRA BELLA: C. L. Young, orange shipper.

TULARE: J. A. Thomas, Jr., manager Tagus Ranch.

TURLOCK: B. F. Waymire, perishable freight shipper.

UKIAH: A. R. O'Brien, editor, Ukiah *Republican Press*.

VISALIA: Phil M. Baier, fruitgrower and shipper.

WATSONVILLE: T. J. Horgan, T. J. Horgan Co., Inc; C. H. Baker, Loma Fruit Co.

WESTLEY: W. W. Cox, rancher and banker.

WOODLAND: W. N. Boyce, manager Woodland Plumbing Supply Co.

Nevada

ELKO: H. L. Bartlett, president Bartlett Lumber Co.

MINDEN: H. F. Dangberg, president Nevada Livestock Association.

RENO: Geo. A. Campbell, general manager Sierra Pacific Power Co.; George Wingfield; C. L. Richards, president Reno Improvement Association; J. C. Durham, Durham Chevrolet Co.

SPARKS: E. C. Mulcahy, publisher Sparks *Tribune*.

Oregon

EUGENE: E. O. Immel, attorney; J. S. Magladry, president Willamette Valley Lumbermen's Association; J. H. Koke, capitalist.

KLAMATH FALLS: H. D. Mortenson, Pelican Bay Lumber Co.; A. J. Voye, vice president Big Lake Box Co.

MEDFORD: E. C. Gaddis, president Gaddis & Dixon Co., wholesale distributors; Raymond R. Reter, manager Pinnacle Packing Co., Inc., Floyd H. Hart, vice president Tomlin Box Co.

MERRILL: R. H. Anderson, rancher.

MODOC POINT: W. E. Lamm, Lamm Lumber Co.

PORTLAND: J. O. Elrod, president Umpqua Mill & Timber Co., president Blue Lake Logging Co., president Elrod Terminals & Warehouse; L. C. Newlands, president Oregon Portland Cement Co., president San Oregon Cement Co.; Charles K. Spaulding, president Spaulding Pulp & Paper Co., president Spaulding Logging Co.

SALEM: Louis Lachmund, president California Ice & Cold Storage Co., president Drager Fruit Co.

Utah

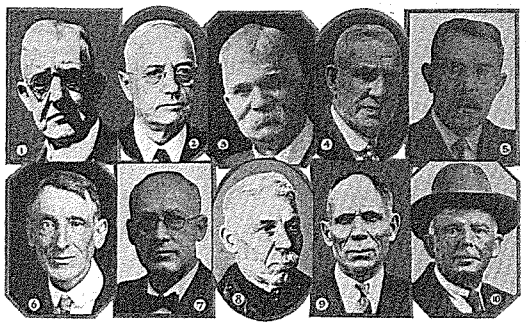
OGDEN: Charles H. Barton, president National Bank of Commerce, Union Stockyards; C. J. Parker, president American Packing & Produce Co.

SALT LAKE CITY: F. B. Cook, banker; C. P. Cahoon, general manager Salt Lake Pressed Brick Co.

A CLOSE CALL

Ras (after a narrow escape at a railroad crossing): "Whaffo yo' blow yo' ho'n? 'At ain't gwine do yo' no good."

Tus: "Boy, 'at wa'nt my ho'n. 'At was Gabriel."—Exchange.



Veterans of Southern Pacific who have recently been retired on pension. Names are shown in list at bottom of this page. A photograph was not available of Will Evans. Story about the service of Albert Brown and James Ruddiman appears on another page of the Bulletin.

Engineer Heads Pensioned Veterans

ALBERT E. BROWN, locomotive engineer with a railroad career of 52 years, heads, in point of service, a list of veterans who were retired on pension at meeting of the Pension Board, April 24. The story about his service, as well as that about James Ruddiman, painter foreman, car department, Brooklyn shops, who retires after 41 years 11 months' service, appears elsewhere in this issue.

Elbert D. McKinnon, locomotive engineer, East Bay Electric Division, was re-employed by this Company in July, 1894, on the Western Division, and has worked continuously since as engineer, retiring at the age of 62 years 11 months, after 34 years 6 months' service.

Thomas Goodwin, tinsmith, Sacramento Shops, is retiring at the age of 60 years 11 months, after 34 years 5 months' service. He entered the service as a tinsmith September 21, 1894, and has been so employed until his retirement.

Walter K. Ordway, warehouseman, Stockton Division, was first employed in April, 1897, as assistant warehouseman at Oakdale, Calif. In October, 1899, he was made car inspector at Oakland, returning to Oakdale as warehouseman in January, 1900, where he remained until his retirement at the age of 69, after 32 years' service.

David Adamson, general foreman, Los Angeles shops, is being pensioned at the age of 70, after 30 years 6 months' service. He was employed November 28, 1898, as machinist in the Los Angeles shops, and later was promoted to foreman, in which position he continued to the time of his retirement.

Will Evans, collector, Southern Pacific Steamship Lines, New Orleans, was employed in October, 1898, as check clerk. In February, 1905, he was made assistant delivery clerk, where he continued until July 1, 1919. On that date he was promoted to collector and remained in that position until the time of his retirement.

Eugene Gordon, master mechanic at Tucumcari, New Mexico Division, is retiring at the age of 65 years 3 months, after 27 years 8 months' service. He entered the service of the El Paso & Northeastern on July 6, 1901, as foreman. In August of that year he was made locomotive engineer. In February, 1902, he was promoted to road foreman of engines, in which capacity he remained until February, 1908. On that date he was made master mechanic, serving in that capacity until the time of his retirement.

Clarence A. Taylor, brakeman, reentered the service of the Company October 13, 1901, as brakeman, and was so employed until his retirement at the age of 68 years 8 months, after 27 years 5 months' service.

Edwin J. Westervelt, agent and telegrapher, Tombstone, Arizona, is retiring at the age of 65, after 27 years' service. He was employed February 4, 1902, as clerk at Naco, Ariz. In April of that year he was made telegrapher at Hachita, N. M., and in May transferred to Fairbank as agent and telegrapher. He worked at several points in Arizona and New Mexico during the subsequent years, at the time of his retirement being located at Tombstone.

John Graff, deliveryman, district stores, Sacramento, was employed July 16, 1902, at Sacramento as laborer, Motive Power Department. March 1, 1912, he was put on as teamster and was so occupied until June 30, 1913. From the latter date he has been employed as deliveryman, retiring at the age of 70, after 26 years 9 months' service.

Antone Gama, cabin watchman, Steamer Division, is retiring at the age of 61 years 1 month, after 23 years 10 months' service. He was employed May 9, 1905, as deckhand, working on various steamers from that time until 1925, when he was made cabin watchman, and has been so employed from then until the time of his retirement.

William H. Wilson, towerman, Los Angeles Division, was re-employed June 1, 1905, as signalman, San Joaquin Division. In 1912 he was made towerman, in which capacity he remained until his retirement at the age of 65 years 6 months, after 23 years 9 months' service.

Arthur Becomes Office Manager to Traffic Manager Clapp

W. W. W. Arthur has been appointed office manager to E. W. Clapp, traffic manager at Chicago.

Mr. Arthur, who is best known to his many railroad friends as "3W. A.," entered the service as chief clerk to W. G. Neimyer, general western agent, Chicago, in April, 1891. On March 1, 1913, he became chief clerk to L. J. Spence, director of traffic, New York. On June 1, 1925, he was made chief clerk to vice president in charge of traffic, Chicago, and on July 1, 1926, chief clerk to Mr. Clapp.

Mr. Arthur has a host of friends among Southern Pacific and other railroad men in New York and Chicago, who will be glad to hear of his latest advancement.

Recent Additions to S. P. Honor Roll of Pensioners

	Name	Occupation	Location	Service, Yrs.	Mos.
	Albert E. Brown	Locomotive Engineer	Sacramento	52	0
	James Ruddiman	Painter Foreman	Brooklyn	41	11
1	Elbert D. McKinnon	Locomotive Engineer	Oakland	34	6
2	Thomas Godwin	Tinsmith	Sacramento	34	5
3	Walter K. Ordway	Warehouseman	Oakdale	32	0
4	David Adamson	General Foreman	Los Angeles	30	6
	Will Evans	Collector	New Orleans	30	5
5	Eugene Gordon	Master Mechanic	Tucumcari	27	8
6	Clarence A. Taylor	Brakeman	San Francisco	27	5
7	Edwin J. Westervelt	Agent-Telegrapher	Tombstone	27	0
8	John Graff	Deliveryman	Sacramento	26	9
9	Antone Gama	Cabin Watchman	San Francisco	23	10
10	William H. Wilson	Towerman	Van Nuys	23	9

(Continued from last month)

THIS history has already referred to the Pecos river in relation to the construction of the original line and the building of a bridge across its mouth at the Rio Grande late in 1882. But the canyon of the Pecos later become of more significance when its crossing at a point several miles north of the original bridge, created a material increase in operating efficiency and developed one of the most remarkable railway structures in existence, the highest bridge in the United States and the fourth highest in the world.

To Major James Converse, former general superintendent and chief engineer of the line, Julius Kruttschnitt, then general manager of the Texas and Louisiana lines, gave credit for first suggesting crossing the Pecos canyon on a high viaduct and later, after several reconnaisances had been made, the original survey made by Major Converse, with some changes, was adopted by Mr. Kruttschnitt.

Pecos High Bridge

The Pecos viaduct as originally constructed was 2180 feet in length and 326 feet above low water of the Pecos river. The metal contained in the bridge weighed 3,228,277 pounds. Construction on the new route of which the viaduct was the chief and most interesting feature, was begun in March, 1891, and the line was completed about October of the same year. The masonry of the bridge piers, constructed mainly of rock cut from the bottom of the canyon and floated to location, was finished in November. The bridge was turned over complete to the company in March, 1892.

The problem of erecting such a high and massive structure was one of great moment. The contractors designed and used a traveler with an overhang of 124.6 feet, probably greater than any traveler ever before used. This overhang was secured with a total wheel base of 57 feet, the traveler being counterbalanced and clamped to the completed sections. The bridge was made up of two cantilever arms eighty-five feet each, two tower spans thirty-five feet each, two lever arms fifty-two and one-half feet each, one suspended lattice span eighty feet, eight lattice spans of sixty-five feet each, one plate girder span of forty-five feet and thirty-four plate girder spans of thirty-five feet each.

Average number of men employed by the Phoenix Bridge Company in erecting the structure was sixty-seven. The total number of working days consumed from beginning of erection to connecting the suspended span was eighty-seven, and for the entire completion of the work, 103 days. Resident engineer for the Galveston, Harrisburg & San Antonio Ry., was Major B. M. Temple with Asst. W. F. Kendall. The engineer for the Phoenix Company was J. T. Mahl. The floor, track, and metal hand railing were placed by D. K. Colburn, superintendent bridges and buildings. All ties and deck were covered with galvanized iron to protect against fire. The total cost of the bridge with piers was $250,108.

In 1910, because of the vastly increased traffic, weight of loads and equipment, the viaduct was heavily reinforced and shortened 665 feet, 2,268,786 pounds of steel being added which makes the present weight 5,497,063 or 2,249 tons, the cost of the new work bringing the cost of the great bridge to $382,396.

Change in the routing of the line from the mouth of the Pecos canyon to its present location shortened the line a trifle over eleven miles, eliminated two tunnels and reduced curvature from 10 to 5 degrees.

CHAPTER XI,

Tying the Texas Lines Together; History of Houston & Texas Central and other Companies

THE history of nearly all the larger railway systems of the country finds its origin in the organization and construction of numerous small projects during the early stages of railroad development, with the later amalgamation of these properties into larger railway systems. The Southern Pacific lines in Texas may be considered an illustration of this situation. In the present Southern Pacific system in that state there are included six corporations which at one time possessed separate entities.

No division of the Southern Pacific lines in Texas has been or is more intimately connected with the progress and prosperity of the state, and particularly that section known as north and central Texas, than the lines of the Houston and Texas Central Railway Company. This statement can best be appreciated by the fact that the Houston and Texas Central connects with its own rails the chief commercial centers of the commonwealth, including Houston, Dallas, Ft. Worth Austin, Waco, Denison, Sherman, Corsicana, and, in combination with other divisions of the system, San Antonio and points in the valley of the lower Rio Grande.

Early Day Charter

While the Buffalo Bayou, Brazos and Colorado Railroad, now a part of the Galveston, Harrisburg & San Antonio Railway (S. P.) Houston to El Paso, was the first incorporated railway to actually begin the work of construction, the parent stem of the H. & T. C., the Galveston and Red River Railway, secured a charter from the state March 11, 1848, three years before the B. B. B. & C. began work, but as was similarly the case with other ambitious projects inaugurated with more enthusiasm than capital, the Galveston and Red River road, other than renewing its charter, as such extensions became necessary to prevent forfeiture, did nothing to permanently establish its being until January, 1853, when construction began at Houston with ultimate destination at Denison. As was frequently the case during the early period, track was laid with a five and a half foot gauge. September 1, 1856, the name of the company was changed to the Houston & Texas Central Railway Company.

The men behind the guns at this particular stage of the company's history were nearly all citizens of Houston and identified with the business of that city. Few of them were wealthy but what they may have lacked in

money, they more than made up by their zeal and faith in the future. Among these men were Paul Bremond, Wm. R. Baker, Wm. M. Rice, Cornelius Ennis, Wm. J. Hutchins, A. S. Ruthven, B. A. Shepherd, T. W. House, W. A. Van Alstyne, James H. Stevens, and Dr. Francis Moore.

According to Carroll's History of Houston, the first shovelful of dirt dug in the new work was thrown by Paul Bremond, January 1, 1853. When the first contractor realized the magnitude of the task ahead, he threw up his contract. Bremond, with no experience in work of the character required, took over the contract. It was not long before the road's available capital was exhausted, and into the "pot" went Mr. Bremond's resources and credit. Laborers were not paid, sub-contractors threw down their tools and quit. The laborers themselves decided upon drastic methods of securing their pay and arming themselves with clubs they sought Bremond, attacking his home and tearing down and carrying away the fences enclosing it. Finally, surrounded by the angry men, Bremond, despite that he was no orator, literally talked himself out of his predicament, convincing the mob he was their best friend, and again secured their support and aid. It is said of Bremond that no man ever lost a cent through him. He paid, and willingly. His faith in the venture was sublime and he indefatigably rounded up every possible resource, his enthusiasm maintaining even when everything seemed at an end.

It took Bremond and his associates five years of gruelling and arduous effort to carry the road to a point fifty miles from Houston. When the rails reached Hempstead, the worst was over, as the rich lands of the Brazos Valley and their products were made available and earnings began to accrue.

It had required two and a half years to carry the track to Cypress, 25.96 miles north of Houston, and it was in June, 1858, that the rails reached Hempstead. In March, 1860, Millican, some 80 miles distant from Houston, was the extreme terminus of the road and there it remained for a long period or until February, 1867, although grade and ties had been established as far as mile post 125 in the vicinity of Hearne.

In 1857, the equipment, according to Roberts' History of Texas, consisted of two locomotives a trifle more powerful than the "General Sherman" then in use on the B. B. B. & C., three diminutive passenger coaches, ten closed or box cars, and ten platform or flat cars. Construction did not halt from lack of power as one of the locomotives was put into service when only two miles of track had been laid. With the arrival of the first locomotives, here came also C. A. Burton, who ran the first engine on the then embryo railway and later became general superintendent of the road.

Effect of Civil War

April 2, 1861, the franchises and property were sold to D. H. Paige and W. J. Hutchins by the sheriff of Harris County, testimony again of the difficulties encountered in railroad development at a time when the entire country was grappling with the problems that finally caused the civil war. On April 3, 1862, a new company with the same name was organized by these gentlemen and their associates. The contest between the states ended all prospects of securing capital necessary to carry on the work further and during the next several years the H. & T. C. "marked time."

An advertisement in the Texas Almanac, published in early 1861, suggestive of H. & T. C. service, shows operation of freight train daily in each direction, Houston and Navasota, Texas, 75 miles, on a six hour and fifteen minute schedule. Mail trains also ran daily between the two points, making the run in three and a half hours.

Connection was made at Navasota with stage lines to Dallas and intermediate towns, and at Hempstead with the Washington County Railroad to the Brazos River, and thence by stage to Austin, the State capital, and the intervening communities.

Washington County Railroad

While the H. & T. C. was in the throes of difficult construction, the citizens of Washington county, which jurisdiction formed the western bank of the Brazos River, west of and several miles distant from Hempstead, gathered their aspirations and resources and chartered the Washington County Railroad Company. The incorporation was on February 2, 1856, but the actual date of organization is not of record. The objective of the promoters was to run from Brenham to some point on the new line of the H. & T. C. Between the date of incorporation and October 1, 1860, the company constructed a trifle over 21 miles of track extending from Brenham to Hempstead, including the absorption of the charter and grade of the "Air Line Railway," Hempstead to the east bank of the Brazos River.

While some character of operation followed the construction of the short line, the records are vague in this direction. Whatever had been accomplished, the agitation due to the impending conflict compelled the virtual abandonment of service in early 1861, and little or no activity followed until the acquisition of the Washington County road by the Houston & Texas Central in August, 1870. The property was sold under foreclosure June, 1868, to Wm. Sledge, and on March 11, 1869, Sledge conveyed the road and its belongings to the H. & T. C., in which company it has since remained.

Thus, when the civil war ended, the period found that company in possession of a railway from Houston to Millican on the route to Dallas and a 21 mile road west from Hempstead on the route to Austin.

The first railroad in Texas to emerge from the financial demoralization created by the war was the H. & T. C. Work began at Millican in February, 1867, and rails were laid to Bryan and the road was in operation to that point by August, 1867. Following that date, track was constructed at a rate of 25 miles each year until July 15, 1871, when progress was apparently pushed with greater rapidity. On that date construction begun at a point near Mexia and Dallas was entered in July of the following year. The remaining 73 miles to Denison was completed by March, 1873. The total main track constructed was 257.47 miles and practically twenty years had passed since Mr. Bremond threw the first shovelful of earth at Houston. It was a memorable date for the people of Texas, as development of the H. & T. C. into Dallas and Denison created connections of great importance to the traffic of the entire territory.

Main Street of Houston, Texas, in 1884, looking north from Texas Avenue. Houston became the headquarters of the Galveston, Harrisburg & San Antonio Railroad Company early in 1877. The origin of this company was in the Buffalo Bayou, Brazos & Colorado Railroad, organized in 1850 as the first railroad in the country west of the Mississippi River. It is the oldest link in the lines that now make up the Southern Pacific properties.

Line to Austin and Beyond

As mentioned in the foregoing, the Washington County Railroad Company abandoned operations in the early part of 1861, and in August, 1870, the property and its rights were acquired by the Houston & Texas Central. In April, 1869, construction was begun west from Brenham. The H. & T. C. continued the work, building to Austin by December, 1871, establishing permanent operation between that city and Houston.

April 29, 1881, the Austin & Northwestern Railroad Company was incorporated and organization effected June 30 of the same year. A narrow gauge railroad was built from Austin in a northwesterly direction to Burnet, Texas, a distance of 60 miles, and operation was continued by its own organization to June 25, 1885, when it was sold under foreclosure to W. B. Isham, of New York, for account of himself and others. On November 5, 1887, Isham distributed to his associates their respective interests in the property and on November 7, Isham and these associates conveyed the property to the Austin and Northwestern Railroad Company.

No immediate action followed the conveyance and it was not until April 20, 1888, that a meeting was held for the purpose of reorganization under the charter terms. There then ensued a renewal of activity and between September, 1888 and May of the next year, track was laid from Burnet to Marble Falls, a distance of 16.50 miles, and from Fairland, a point nearly midway between Burnet and Marble Falls, to Llano, a promising village on the river of the same name, a distance from Fairland of 29.40 miles. On August 22, 1901, the property and franchises of the company were sold to the H. & T. C. and between February 19, 1902, and November of that year, a 23 mile line was constructed from Burnet to Lampasas, effecting a connection with the Santa Fe at that location.

The Waco-Bremond Line

One of the more important feeder lines of the Houston and Texas Central was the Waco Tap Railroad Company, incorporated November 5, 1866, the corporate name being changed August 6, 1870, to the Waco and Northwestern Railroad Company. Little is of record as to the promoters or date of active organization, yet between August, 1871, and the fall of 1872, the H. & T. C. constructed for account of the Waco & Northwestern Railroad Company, a standard gauge track from Bremond, a station on the H. & T. C. 142 miles north of Houston, to Waco, a distance of 44 miles, and through Waco to Ross, 11.37 miles. On February 4, 1873, the property passed into the control of the Houston & Texas Central.

According to one of the traditions environing the construction of the Houston and Texas Central divisions of the Southern Pacific, the rather exclusive little city of Waxahachie, lying south of and some thirty-two miles distant from Dallas, was designed to occupy space on the main line of the road as it was originally projected. As the result of the strenuous opposition of some of the more influential citizens of Waxahachie, who objected to the "rough element" the railroad would probably bring into the town, the line was changed and Waxahachie remained isolated until 1879, so far as a Southern Pacific connection was concerned. In that year, September 6, the rails of the Waxahachie Tap Railroad were brought into the town following an incorporation effected January 25, 1875, and a construction which began at Garrett on the main line of the H. & T. C. Railroad Company, February 9, 1875. The distance from Garrett to Waxahachie, as the road was built, was 12.57 miles. The little property was operated by its owners from September 6, 1879, until August 22, 1901, when it was purchased by the Houston & Texas Central.

Meanwhile, and following the incorporation of the Waxahachie Tap, the Ft. Worth and New Orleans Railway Company was incorporated June 13, 1885. Between the date of incorporation and December 6, 1886, this company constructed a standard gauge railroad from Ft. Worth, then a progressive and rapidly developing city, in a southeasterly direction to Waxahachie, a distance of practically 42 miles.

The Ft. Worth and New Orleans Railway was operated by the Houston & Texas Central from the date of its completion, and on August 22, 1901, the property was sold to the H. & T. C., this being also the date on which this company purchased the Waxahachie Tap or Central Texas and Northwestern Railway, as per charter change effected September 28, 1881.

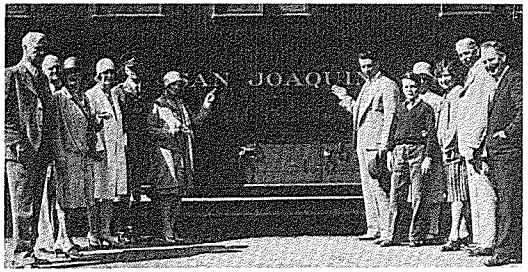
This gave the Houston & Texas Central a Ft. Worth entrance and one which has proven of convenience and value to the parent road, while giving Ft. Worth the benefit of another outlet to South Texas and the gulf ports, and an easy connection through which could be directed traffic coming from the north and western sections of the state and from Colorado.

Completing the H. & T. C.

The completion of the little system which had grown under the tutelage or influence of the H. & T. C. was finally established in July, 1914, with the building of the loop line from Eureka to Stella, connecting the rails of the H. & T. C. divisions with the main stem of the Southern Pacific to El Paso and thence to the Pacific. However, before this was consummated, a branch line had been built from Hutchins on the H. & T. C. near Dallas and south thereof to Lancaster, a distance of 4.75 miles. This was in 1889 or 1890. The branch was incorporated as the Lancaster Tap Railroad and passed into the control of the H. & T. C. September 30, 1905.

Incorporated May 18, 1891, the Hearne & Brazos Valley Railway Com-

Raisin Day Queen was Guest of S. P.



Southern Pacific, as represented by C. M. Murphy, superintendent of San Joaquin Division, took an important part in the activities of Raisin Day at Fresno the latter part of April. Miss Genelle Green, beautiful Porterville girl who was chosen Queen of the annual festival, traveled in state on Superintendent Murphy's business car from her home town to Fresno. A special breakfast was served on the car when Superintendent Murphy had as his guests those shown in the above picture, left to right—Mr. Murphy; Chas. C. Cass, president of Raisin Festival Ass'n; Mrs. L. W. Green, mother of the "Queen"; Mrs. W. G. Baymiller; Major Z. S. Leymel, mayor of Fresno; "Queen" Genelle and "King" Morley Drury, famous athlete; Chas. M. Murphy, son of superintendent; Mrs. Z. S. Leymel, Mrs. C. M. Murphy. R. Hall, and Clayton Hickle, represent the American Legion.

pany built 16.42 miles of track from Valley Junction on the rails of the International & Great Northern Railroad south to Stone City, Texas. The road was destroyed by floods in 1899. It was rebuilt in 1900 and 1901 over a new location from Glass to Stone City, 16.50 miles, and later extended from Glass to Hearne on the main line of the Houston & Texas Central Railroad, with a total mileage of 19.47. The track Glass to Valley Junction was then abandoned. In June of 1914, the property was sold to the H. & T. C.

During 1911 the Southern Pacific reached a decision to create a shorter route between San Antonio and Dallas than that presented by the company rails via Houston. Agreement was concluded with the San Antonio & Aransas Pass, then an independent property, by the terms of which Southern Pacific trains could jointly use the tracks of the S. A. & A. P. between Flatonia, on the main route of the Southern Pacific, San Antonio and Houston, and Giddings, a station on the Austin division of the system.

Line to Stone City

On October 11, 1911, construction was begun on a standard ballasted track from Giddings with objective at Stone City where connection would be made with the once Hearne & Brazos Valley Railroad and the route opened into Hearne on the Houston & Texas Central. While the work was pushed as rapidly as possible, the character of the country to be traversed, creek and river bottoms, heavy rains and unstable foundation, did not permit of much expedition and it was not until September 10, 1913, that the line was completed into Stone City.

The route has proven its availability and is extensively used in the speedy movement of traffic with destination for Ft. Worth and Dallas and, through connections at various points, for destinations north and east. The new construction Giddings to Stone City was 39.27 miles, making the total to Hearne 57.88 miles.

The line between Mexia and Navasota, or more correctly Mexia Junction and Nelleva Junction, in a way parallels the main track of the Houston & Texas Central between those points, a distance of 94.06 miles. Its construction was commenced during October, 1905, and the line was available for traffic by December 16, 1906.

The brief description of the corporate properties and of the construction which make up the Houston and Texas Central Railroad Company, the north and south line of the Southern Pacific in Texas, covers in all 861.24 miles of main track. Operated as the Dallas and the Austin divisions of the system, they tie into the general transportation scheme and effect a combination which reaches into and traverses the most fertile sections of the state. The several terminals comprise the leading commercial centers of Texas, the future of each being surrounded with a promise of greater development and prosperity.

(To be continued)

Radio Program and Scotch Piper Feature Farewell to Portland Veteran

By L. W. Johnston
Bulletin Correspondent, Portland

THE close of the working day on April 30, terminated the active railroad career of James Ruddiman, one of the most colorful figures in Portland railroad history.

James, or "Jimmie" as he is better known, was born in Scotland on April 11, 1859, and entered the service of the Southern Pacific on May 7, 1887, as locomotive and coach painter. In 1898 he was made painter foreman, which position he has held continuously since that time.

James Ruddiman (left), painter foreman at Brooklyn, being congratulated by J. G. Ayers, blacksmith foreman, on his retirement which terminated a most colorful 42 years of service with Southern Pacific.

During his 42 years of service at Brooklyn, he was a leader in all social and charitable activities. In spite of the rather exacting duties of his position, he found time to make a host of friends, was known and loved by all his fellow employes, and, for that matter, by hundreds not in railroad service, and was always an inspiration to those with whom he came in contact.

To fittingly celebrate the close of such a noteworthy service as Jimmie's demanded something unusual. To say that the ceremony was unusual is putting it mildly. At close of the working shift on April 30, a delegation of employes, headed by a Scotch piper in kilties (the secret is out—Jimmie is a Scotchman) waited upon Jimmie at the paint shop and escorted him to the tune of the bagpipe to the coach shop, where approximately 400 of the shop employes were gathered.

On the end platform of one of the coaches in the shop was temporarily installed the powerful radio receiving set which the employes had selected as their gift to him. Over this receiving set was heard the program of music and speeches arranged for the occasion, which were broadcast over radio station "KXL."

Speeches by Honorable Geo. L. Baker, Mayor of Portland; E. L. King, superintendent of the Portland Division; A. D. Williams, superintendent of motive power; C. L. Gibson, master mechanic; F. E. Cavender, master car repairer; A. L. Clem, general car foreman; D. M. McLauchlan, forman master mechanic (now retired); and others, interspersed with musical selections by Southern Pacific Employes' Club orchestra, were broadcast during the half-hour period devoted to this program.

At the termination of the broadcast program, Mr. Ruddiman and the crowd were treated to some nifty Scotch dances by Miss Jean Drynan, accompanied on the pipes by David Gray.

"No man ever had a finer party," remarked Jimmie after it was all over. "I got the surprise of my life."

Picturesqueness was added to the occasion by the presence of J. F. Brady, who was blacksmith foreman at Brooklyn from 1871 to 1891. Mr. Brady, who in spite of his 93 years is still hale, hearty and spry, is one of the few men still living who were working at Brooklyn when Jimmie Ruddiman entered the service.

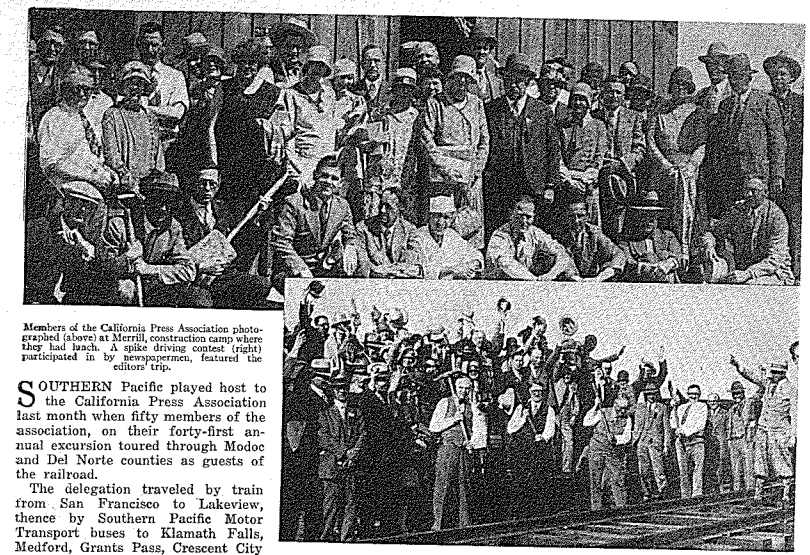
Other veterans present included C. H. Spencer, former chief dispatcher; S. W. Fryer, former general foreman; R. A. King, retired coach painter; and Ed Taylor, retired boilermaker.

Veteran Finds That Many Were Interested in His Welfare

Appreciation for the interest taken in his welfare by the personnel of the Hospital Department, Pension Department and Employes' Mutual Benefit Association, is expressed in a letter written by W. C. Buttle to Miss Julia Mott, secretary of the E. M. B. A. Mr. Buttle, formerly roundhouse foreman at Pacific Grove, was just recently retired on pension.

"I had always enjoyed wonderful health," he wrote, "and felt immune from human frailties. But finally nature said 'halt' and I went to the Hospital Department expecting a bottle of medicine would fix me up. I soon felt the touch of the mantle that envelops our welfare. Some one in the office very kindly led me to the 'faculty' and they went over me from A to Z. The doctors were care personified and the nurses were very attentive. But I had let myself slip too long to be restored to strong health."

California Editors Inspect Company's New Line



Members of the California Press Association photographed (above) at Merrill, construction camp where they had lunch. A spike driving contest (right) participated in by newspapermen, featured the editors' trip.

SOUTHERN Pacific played host to the California Press Association last month when fifty members of the association, on their forty-first annual excursion toured through Modoc and Del Norte counties as guests of the railroad.

The delegation traveled by train from San Francisco to Lakeview, thence by Southern Pacific Motor Transport buses to Klamath Falls, Medford, Grants Pass, Crescent City and Eureka where they staged their annual convention.

The editors and their wives were taken over part of the new line now under construction between Klamath Falls and Alturas and participated in the work by staging a novel spike driving contest at Alturas.

Ex-Governor Friend W. Richardson, president of the California Press Association, dedicated the new line by driving a golden spike in the line near Merrill, where a special luncheon was given the editors in the railroad construction camp, under the direction of Division Engineer A. J. Barclay.

Will Spend Summer in Tour of America and Europe

After reading for several years the fascinating literature put out by the advertising department, Mrs. E. C. Scott, stenographer in the development and colonization department, finally fell a victim to its alluring appeal, and on May 15 departed on a three-months' sight-seeing journey which begins with a see-America-first trip via Southern Pacific and terminates in "furrin parts."

Mrs. Scott will be gone for three months, and during her travels will visit Italy, Austria, Germany, France, Switzerland, Holland, Belgium, England and Ireland.

Frank Carman, "Edison of S. P." Dies at Hollywood

Frank V. Carman, retired Southern Pacific employe, passed away at the home of his son in Hollywood on April 14, at the age of 77.

Mr. Carman, who retired on April 1, 1922, after 46 years and six months' service, was born in Missouri in 1851 and came to California in 1874. The following year he entered the service of the Central Pacific as a cabinetmaker in the West Oakland mill. He remained in the mill during his entire service, advancing from one position to another until he retired as superintendent in 1922.

During his active years with the Company, Mr. Carman was often referred to as the "Edison of the Railroad" by reason of the many machines and labor-saving devices invented and patented by him. His patents, all of which pertained to railroad devices, numbered 53, the more important of which were spike mole plug machine, car stake pointing machine, eight auger gang boring machine, curve stake engraving machine, traveling bed resaw for sawing around logs, double end baggage trailer truck, rail joint adjuster, rail profile instrument, tie adzing machine, non slip, steel grip, car moving bar, instantaneous fire hydrant, folding steel car stake and weatherproof joint box car door.

At the time of his retirement he was feted by his officers and fellow employes, and presented with a diamond-studded gold medal.

Mrs. Carman, a daughter and three sons survive him.

Recent Promotions

Effective May 1, S. E. Davis was appointed eastern car service agent with headquarters at Chicago.

On the same date Walter Harris was appointed engineer of train lighting-heating-ventilation at West Oakland, succeeding the late J. J. Hack.

Also on May 1, C. D. Vargas was appointed freight agent in the Traffic Department at Oakland, Cal.

E. Kirk was appointed assistant trainmaster at Susanville on May 16.

Customer (at grocery store, very much in a hurry): "Quickly please—give me a large mouse trap. I want to catch a street car."—Exchange.

Landlord: "I'm going to raise your rent next month."

Tenant: "Thanks, old thing. I was just wondering how I could do it."—Ex.

Traffic Men "Step Up" in L. A. District

FOLLOWING the retirement of E. A. Hamilton, city ticket agent at Los Angeles, and the resignation of J. C. Sands, former traveling passenger agent at Pomona, a number of promotions and changes in positions became effective in the traffic district of Southern California.

Culminating approximately 40 years' service with Southern Pacific, E. A. Hamilton, city ticket agent at Los Angeles for the past 22 years, was retired from active duty May 15. He was tendered a banquet and presented a gold watch by fellow employes at the Hotel Alexandria the following evening. H. P. Monahan, district passenger agent, was toastmaster and C. L. McFaul, assistant passenger traffic manager, delivered the principal address, paying the compliments of Southern Pacific to the retiring railroader.

E. A. Hamilton (left), agent at the Los Angeles up town ticket office, who retires after thirty-nine years' Service. W. S. Farnell (center), who succeeds to Hamilton's former position. C. E. Crane becomes assistant agent at the Los Angeles Ticket Office.

Attending the banquet was Mrs. Hamilton, who was accorded much praise for the success of her husband. A large bouquet of roses was presented her by Mr. Monahan on behalf of the Southern Pacific. A score of men who knew Hamilton when he began railroad service 39 years ago, in addition to a large delegation of passenger department employes, were also in attendance.

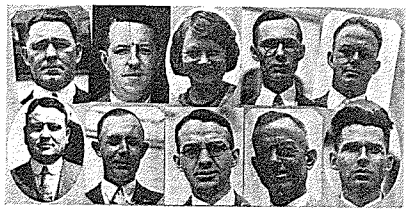
Hamilton entered the service in Sacramento September, 1890, and, after three months as a bill clerk, was transferred to the ticket office at the depot. He continued there until August, 1902, when he transferred to the city ticket office in Los Angeles, serving in the capacity of chief clerk. In 1907 he was made ticket agent, and during the World War saw the ticket offices of the large railroads merged into one office, he being made assistant agent of the whole force.

Hamilton is now on his way to Europe with his wife, but expects to return next fall to make his home in South Pasadena.

W. S. Farnell, for the last three years ticket agent at the Los Angeles depot, assumed the position of city ticket agent, left vacant by the retirement of Hamilton. Farnell has had 27 years' service with the Company, all of which has been in Los Angeles. He began as assistant cashier, and has held nearly every position that brings the railroad-riding public into contact with the ticket-selling end of the business.

G. H. Kratka, assistant agent at the city ticket office, was selected to take the position of ticket agent at the Los Angeles station left vacant by the promotion of Farnell. He began with Southern Pacific at Santa Monica in September, 1905, where he worked as assistant agent for two weeks, when he was transferred to the Los Angeles station ticket office. For more than two years he worked at the station office as report clerk, cashier, and ticket salesman. He then transferred to the city ticket office, where he was ticket salesman and chief clerk, when he transferred back to the station as assistant agent, and was later made agent. For the past four years Kratka has been assistant agent at the city ticket office until his recent appointment as agent at the station office.

C. E. Crane was promoted from position of cashier to assistant agent at the city ticket office. He entered Company service nearly 30 years ago, when he began work in the San Joaquin Division as relief agent, and worked in various positions until September, 1904, when he transferred to the city ticket office in Los Angeles. When the railroads merged ticket offices during the war, he was made chief cashier, and, following the dissolution, returned to the position of cashier, which position he filled until his appointment as assistant agent in the city ticket office at Los Angeles.



Following the retirement of E. A. Hamilton, these employes receive promotion in the Los Angeles Traffic District: Top Row, left to right: J. S. Johnson, agent Los Angeles & Pacific Electric Ticket Office; A. J. Howard, ticket agent at Subway Terminal; Agnes Frink, secretary to chief clerk, General Passenger Office; L. A. Griffin, assistant agent, Central Station; A. N. Bestor, chief clerk to district passenger agent. Bottom Row: Ray McCuiston, station passenger agent; H. E. Rice, city ticket office; Harry L. Woodward, ticket salesman, C. of C. Office; H. L. Massingale, ticket clerk, P. E. Office; and C. R. Ryan, chart clerk, Pullman Reservation Bureau.

C. L. Bawtinheimer has been promoted from cashier at the station ticket office to the same position at the city ticket office, after nine years in the former position. He began service in the San Joaquin Division as ticket agent and telegraph operator at Bakersfield in September, 1903. In July, 1908, he went to the Los Angeles station ticket office as report clerk and ticket seller, until his transfer to the city ticket office in 1910, where he remained for six years until he was made cashier, and, after two years in the city office, assumed the same position at the station. Now he is back at the city office as cashier.

Effective May 1, W. E. Campbell was promoted to traveling passenger agent, Pomona, succeeding J. C. Sands, who recently resigned. Campbell entered Southern Pacific service January 16, 1909, as brakeman and transferred to the passenger traffic department July 1, 1920, as ticket seller. In August, 1922, he was made agent, ticket office, and in October, 1924, was appointed passenger agent, serving at the depot until 1925, and in the metropolitan district since.

H. E. Rice succeeds Campbell as passenger agent in the metropolitan district, Los Angeles. Rice entered the service in 1919, and was passenger agent assigned to service in Hollywood at the time of his promotion.

E. C. Kenniott succeeds Rice at Hollywood. He has been with the Company since March, 1917.

Ray McCuiston is appointed passenger agent, Los Angeles station, succeeding Mr. Kennicott. McCuiston entered service August 29, 1917, as telegrapher and transferred to the traffic department in January, 1926, being traveling agent at Riverside prior to May 1.

J. S. Stetler succeeds Mr. McCuiston at Riverside. He entered the service May 6, 1922.

L. A. Griffin succeeds Stetler as assistant agent at the station ticket office. Mr. Griffin entered the service February, 1922, as ticket seller, and was chief clerk to district freight and passenger agent, Los Angeles, prior to his last promotion.

Julius S. Johnson is transferred to C-2 ticket office, Los Angeles, succeeding E. J. Shoben, resigned, entered service November 7, 1911, as trucker at Oxnard. A year later he entered engine service.

A. J. Howard succeeds Mr. Johnson, being transferred from position of agent C-4 ticket office, Los Angeles.

H. A. Massingale, transferred from Long Beach ticket office to C-2 ticket office, Los Angeles.

Other employes promoted are shown in the group of pictures on this page.

Statistician-Philatelist

"EIN brief von heim" is the innocent German expression which, at the age of 7, started Arthur F. White, statistician in the president's office, on a lifetime of postage stamp collecting.

Arthur White, statistician in the President's Office at San Francisco, "sees the world" through the visions inspired by his remarkable collection of postage stamps.

His next-door playmate, a little German lad, rushed over one day with the envelope which had contained a letter from the fatherland. The strange-looking stamp attracted young White. It was the first foreign stamp he had ever seen, and he wanted it. He wanted it so badly that he finally got it—and he has been wanting and getting stamps ever since. Today his collection numbers into the thousands and is growing in size and interest steadily year by year.

A great many stamp collectors are interested solely from the financial side, as some stamps are almost priceless, and many are constantly increasing in value. But with White it is the association and not the value that interests him. He uses his stamps, one might say, as tangible mental focal points.

All his life his great desire has been to "go places and see things" particularly remote, foreign countries. But one doesn't always get what he wants in this world, so White has had to do his traveling vicariously. The longing to wander in strange lands he satisfies by the voracious reading of works of travel and history.

The sight of a postage stamp from some remote corner of the world fires his imagination and starts him on a veritable orgy of study and investigation, and he thus regards his stamps as impersonal but implacable mentors.

His collection to date includes stamps from six hundred different countries, and there are several hundred countries yet to be represented.

An interesting experience he occasionally has is to get hold of a stamp from a country so little known as to be omitted from many up-to-date Atlases. Two interesting specimens of this character are from Alaouits, a province of Syria, and La Aguera, a Spanish province ten miles square on the northeast coast of Africa. It was a matter of many hours of research to locate these places.

Probably his most cherished stamps are of Samoan issue, and valueless save for their sentimental interest. These stamps were removed from letters written by Robert Louis Stevenson to a sweetheart in the United States. They were obtained by exchange with a grandnephew of the lady, so there is no question of their authenticity.

If one does not believe in the potency of this pastime to inspire White to study and research, he has only to spend a half hour with the collector to have his doubts removed. Names of hidden-away places roll trippingly off his tongue, and he can paint graphic word pictures of those places until one longs to board a vessel and see them for himself.

As for history: a new stamp issue usually marks some high spot in the history of the issuing country, and, when it comes to reciting what brought those changes about, and the result—well, while we do not wish to draw comparisons, we would like to have H. G. Wells hear Arthur F. White talk.

Chief Clerk—Fisherman

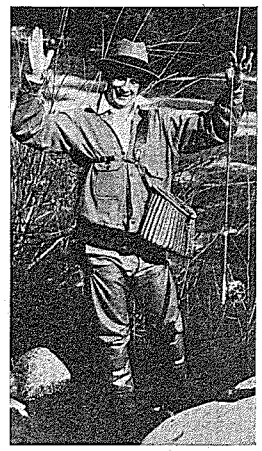
TO H. A. Fallin, chief clerk to the general agent at Medford, Oregon, fishing is more than a hobby; it's a mania. His first name is Howard, so, with the general perversity of human nature, everybody calls him "Tim." He is a fine fellow, a good railroad man, and a fisherman par excellence.

Practically everybody up Medford way fishes more or less, and some of them are good fishermen, too, but the reason we have singled Tim out for this item is because his ability and enthusiasm begin where most folks' end.

However, there is a very good reason for his unusual interest in things piscatorial, for Tim hails from the Rogue River country, and, as everybody knows, up there the natives learn the fish language first and English afterwards. It's a fact! Tim now speaks seven dialects of Trout and can converse more or less fluently in Salmon also. The fishing season opens May 1, and by the eighth or thereabouts Tim knows the first name of every fish within a radius of ten miles of Medford.

The picture on this page shows Tim engaged in the fisherman's universal habit—alibiing. The distance between his hands may seem a little too great to the casual observer, but in this case the fish that got away was a salmon, and it is no job at all for a salmon up in Oregon to grow to even greater length than Tim's widely-spread hands indicate.

Tim spends his nights dreaming of fishing. The cold, cloistered and otherwise lonely winter evenings he devotes to the manufacture of new and intriguing flies to tempt the wary trout, and to the studious and careful



"Tim" Fallin, chief clerk to the general agent at Medford, Ore., is trying to tell you that a "big one just got away"—that famous fisherman's yarn.

inspection of sporting goods catalogues devoted to the interests of the piscatorial enthusiast.

Tim is a born fisherman. He can wade into the Rogue up to almost the top of his hip boots, slip on a rock, sit down with great and unintentional suddenness in the icy water, scramble up and go on fishing in his wet clothes with a happy smile on his face and no thought of strong language. We *know* he can, for we have seen him do it, and, if that does not indicate the true fisherman born to the rod and reel, then what does?

General Office Statistician Called by Death

Thomas J. Noone, chief clerk in the statistical bureau, accounting department, San Francisco, died suddenly at the company hospital, May 23, after an illness of three days.

Mr. Noone was born at Oakland, Sept. 9, 1870. He entered the company's service as office boy in the passenger accounting department in 1888. In 1904 he was made chief clerk of the accounting department statistical bureau, which position he filled until the time of his death.

His widow, Margaret C. Noone, survives him.

Veteran and Secretary Are Paid Tribute at Los Angeles

"Will you show him the door, or will I have to," barked out Ike Sproule's radio just after F. E. Scott, general freight traffic manager, had completed his presentation speech on behalf of Los Angeles General Offices employes, who gave the radio as an expression of their appreciation for Ike's 32 years of service. The employes, gathered to witness the presentation and pay their tribute to the retired veteran, laughed, and Ike laughed with joy as he made arrangements to take the Radiola home.

At the same gathering, A. G. Parker, for the past six years secretary to F. E. Scott, was presented with a leather traveling kit, just before he left the same evening on the "OWL" for San Francisco to become secretary to J. T. Saunders, freight traffic manager. Parker had been secretary to Scott for the past six years, having come here from New York to enter Southern Pacific service. Mr. Scott expressed his disappointment at loosing Parker, but congratulated him upon his promotion.

Ike Sproule, in continuous service since January 1, 1897, began as claims adjuster for the Los Angeles freight station, where he remained until June, 1910, when he became soliciting freight agent. In September, 1925, he was made utility clerk in the Los Angeles freight department, which position he held when retired May 1.

Los Angeles Switchman Hero In Stopping Runaway Street Car

Praise has been given W. T. Grummitt, Southern Pacific switchman at the Los Angeles yards, for his bravery in stopping a runaway street car at the risk of his life the early part of last month.

The street car, in the neighborhood of Central Station, struck an aged man who stepped from the safety zone into the path of the car. The motorman, in attempting to bring the car to a sudden stop, threw it into reverse and alighted to render aid to the injured. There was a rumble and the conductor and motorman saw their car tearing up the street in reverse without a man at the controls.

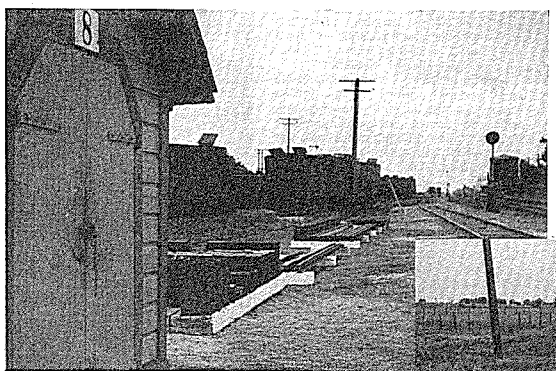
W. T. Grummitt, coming down the street on his way to work, saw the object of curiosity, and, sensing the destruction it might cause, took out after it, climbed aboard, and brought the car to a stop.

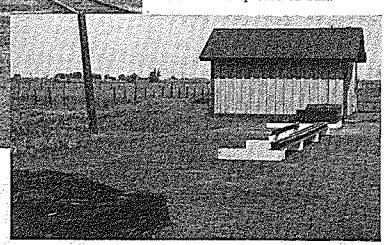
Section Materials Show "Good Housekeeping"

GOOD housekeeping has its application to the railroad right of way as well as to the well kept home. The importance of this is fully realized by the Maintenance of Way forces on Pacific Lines as may be noticed by the manner in which on-line material used in maintenance work is neatly piled adjacent to the section tool houses or other section buildings. This care given the orderly arrangement of materials not only reflects efficiency in methods, but also has its advertising value in the impression such neatness makes on passengers in trains passing the section houses.

The accompanying photographs indicate the interest some section foremen are taking to carry out these good housekeeping ideas. Everything around these section tool houses is in a neat condition, and anyone passing can not help but notice the orderly arrangement of material, as well as the properly maintained track.

The location of tool house No. 8 is at a point where three districts meet, and, in addition to an eight-mile main line section, there is a fairly good sized yard to maintain, making it necessary to carry considerable material and several pieces of rail.





In these two pictures taken recently on a Stockton Division section, the Maintenance of Way materials are shown piled in a neat, orderly manner. This method of taking care of such items is being followed quite generally by section foremen on Pacific Lines. Proper spacing and lining up with track is shown in upper picture while at right is shown a good method of piling tie plates.

Sixtieth anniversary of the completion of the first transcontinental railroad, now the Overland Route of Southern Pacific, was celebrated in various manners in the principal Western cities along the Company's lines. Radio broadcast over a network of Pacific Coast stations was the outstanding feature of the celebration on May 10. Four huge birthday cakes, baked in the Company's San Francisco Commissary, took part in birthday parties at San Francisco, Los Angeles, Portland and Alturas. In the picture at upper right Otto Paul Riess, supervising chef who prepared the birthday cakes, is shown cutting one of the cakes while eager hands are being extended by some of the children of the San Francisco Nursery for Homeless Children. Lower left—Mrs. Sarah Pratt Carr, whose father was prominently identified with the building of the first railroad, cut the birthday cake at the Orthopedic Hospital at Los Angeles. Upper left—General Passenger Agent F. E. Watson (left) and Frank H. E. Pierce, who was present at the driving of the last spike in 1869, also took part in the celebration at Los Angeles on May 10. Lower right—Geo. W. Lashus, who is one of the few Southern Pacific pensioners now living, who were on the spot at Promontory, Utah, on that day sixty years ago when the Company's first line was completed.

Radio Program and Huge Cake on S. P. Birthday

SOUTHERN Pacific's sixtieth anniversary radio celebration on the night of May 10 was heard over the entire country and was received with special interest over the territory served by Pacific Lines.

Letters have been received from friends in Oregon, Washington, California, Utah, Nevada, Arizona and New Mexico telling us they heard the program and enjoyed it.

In addition to these letters a large number of articles have been received from boys and girls competing for the $100 prize, by sending in an account of the story told over the radio.

An interesting note in the letters received is that although everybody was delighted with Reinald Werrenrath's singing, as of course they would be, everybody also enjoyed the story of the building of the first transcontinental railroad. As one young writer pointed out, although this is an old story and should be familiar to all Californians, the events that made it occurred during the Civil War and, in the national histories, the tale of this conquest of the Sierra by four Sacramento merchants is crowded into the background by the stirring events of the struggle between the North and South.

Nobody took more interest in the program than Mr. Werrenrath, himself. When he found that it would be possible for him to come to California to sing for us, he put in many hours of research in New York in an effort to find songs specially fitted to illustrate in a musical way, this historic accomplishment.

The success of the program shows how well he succeeded in his search for proper material. His one regret, he told us, was that the program could not have been stretched enough to let him sing "On The Road to Mandalay," which is one of his famous numbers. Mr. Werrenrath, you may be interested to know, sang in New York the Saturday night before he sang here. He arrived in San Francisco Friday morning, Saturday morning boarded the Overland Limited again, and was singing in New York the following Wednesday evening.

Among the letters received is one from a young lady, 11 years of age, who confided to us that she had never ridden in a train in her life and had thought railroad ties were just something to count on the way to school. "After hearing your program," she said, "I wanted to go places and see things on the Southern Pacific. I have walked to school, down the railroad tracks and counted the ties but never before had thought about the time and money that it took to build it."

The winner of the $100 prize will be announced in the next number of the Bulletin.

In addition to the radio program, the anniversary was celebrated by

the Company on May 10, by the cutting, with proper ceremony, of four gigantic birthday cakes at Portland, Alturas, San Francisco and Los Angeles, respectively.

At San Francisco the cake was cut at the Nursery for Homeless Children by Otto Riess, Southern Pacific supervising chef, and ninety-seven little tots were gladdened by the Southern Pacific birthday party.

Pioneer Lady

At Los Angeles a cake was presented to the crippled children of the Orthopedic Hospital. Mrs. Sarah Pratt Carr, whose father was superintendent of the Dutch Flat-Donner Lake wagon road, over which was hauled rails and supplies used in the construction of Central Pacific's western end of the first transcontinental railroad, was present and told of her memories of early days in the West.

Frank H. E. Pierce, who was a witness of the spike-driving ceremony, was also present and told the children of seeing Gov. Leland Stanford drive the golden spike. F. E. Watson, general passenger agent, Los Angeles, acted as master of ceremonies, and presented Mr. Pierce with the golden spike that adorned the cake, to keep as a reminder of the scene 60 years ago.

The California Press Association, which was en route through northern California and Oregon on its semi-annual excursion, celebrated the occasion by partaking of a cake in the observation car at Alturas. Amid fitting formalities, the cake was cut by Mrs. Richardson, wife of F. W. Richardson, ex-Governor of California.

Portland Takes Part

At Portland the birthday cake was placed on display in a window of one of the large department stores. It was surrounded by old pictures taken during the construction of the railroad sixty years ago, and attracted wide attention. Later the cake was taken to the Veterans' Hospital, where it was cut and slices distributed to the patients by young ladies who are candidates for queen of the Rose Festival.

Business firms of Portland and various trade and traffic organizations of the city, reciprocated the Company's cake-cutting birthday party by the presentation of beautiful baskets and bouquets of flowers with hearty felicitations and good wishes.

The cakes were masterpieces of the culinary art, weighing about 150 pounds each and were baked in the Company Steamer Commissary in San Francisco. They were completely covered with frosting, in an elaborate design, and bore upon the top a suitable inscription and cunningly devised flowers, startlingly lifelike in natural colors, all of purest sugar. Perfect replicas of the Southern Pacific medallion were placed on the sides of the cakes.

Veteran Engineer to Become Farmer

GRIZZLED and weathered from fifty-two years' exposure to the elements, but with spirit undaunted, hearty voice, sturdy step, and sufficient vigor remaining to go into the cattle business, Albert E. Brown, veteran engineer, stepped from the engine cab of the "West Coast" at Sacramento April 29, ending his last run and saying farewell to railroading forever.

Superintendent W. L. Hack and other railroad officers were at the station to greet Brown as the train pulled in, and congratulations were

Engineer Albert E. Brown (inset) was met at the Sacramento station on April 24 and congratulated by Superintendent W. L. Hack as he stepped down from the cab at the end of his last run, bringing to a close a career of 52 years with Southern Pacific.

showered on the veteran, good wishes extended by his superiors and fellow workers, and advice as to his future conduct laughingly extended while cameras clicked and the "end of the run" was made a matter of record.

An interesting man is Engineer Brown. The last spike in the first transcontinental railroad in the United was driven sixty years ago this May. Eight years later Brown commenced his railroading, and for fifty-two years he has watched the development of modern transportation and participated in it.

The Old Days

Railroading in the early days was far from what it is now, Brown says. Nowadays, a passenger gets aboard the train, goes to sleep in a comfortable steam-heated car, and in the morning awakens at his destination, exactly as planned. But in the old days—

"I remember in the winter of 1889-90," said Brown, "we were once four days getting from Emigrant Gap to Blue Canyon, a distance of five miles. That was before the days of rotary snow plows. Well, we bucked the snow for four days between those two stations, before we finally got through. We ran out of fuel and we ran out of water. I remembered some cordwood I had seen around there, and we went out in the snow and dug for it. We went down in that snow for over ten feet before we came to the wood. Then, we used snow to make water for the boilers, and I want to tell you that between digging for fuel, melting snow for water and ramming into those drifts to get through, we had one merry time. We ran out of food, too, and for a while things looked pretty bad. But finally somebody found a cow, half dead from the cold—so we had beef from then on."

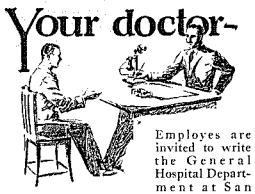
When asked what was the greatest thrill he ever had, Brown answered without hesitation, "The time my train was held up. I was pulling No. 3 from Oakland to Ogden. At Swanson I felt something hard in my back and heard a voice say, 'Stop the train.' I turned around and looked into what seemed to me to be the biggest gun in the world. You can bet your life I stopped that train in a hurry. There were two of them, fellows by the name of Browning and Brady, who had held up trains before, and they ordered the fireman to cut the train behind the express car, and told me to pull ahead. I told them the brakes were jammed, and for some reason they took my word for it. Guess they were about as nervous as I was. Anyhow, they went back to the express car, and I lost no time getting over into the tall grass, out of sight. They must have gotten scared by something, for they finally gave it up and rode away without doing any damage, and we went on. About two weeks later they tried to hold up another train and Browning was killed. Brady was later caught in Sacramento and sent to the penitentiary for life."

Never Had an Accident

Brown went to work for the Southern Pacific in 1877 as a locomotive fireman. In 1881 he was given an engine and in 1894 was assigned to a regular passenger run. He has been handling passenger trains for thirty-five years and has never had an accident, a record to be proud of. In 1899, when the Southern Pacific put on its crack train, the "Overland Limited," Brown hauled the train out of Sacramento on its first trip.

Brown has a fine home in Gerber, Calif., where he expects to live. He is a good business man, and, as he says, "I am not a wealthy man, but if a rainy day should come I am in a position to buy myself an umbrella." He has already arranged for the establishment of a ranch for the raising of fancy dairy cattle. In anticipation of his retirement, he some time ago purchased a registered bull, and it will not be long until travelers, looking from the car windows at the peaceful, verdant fields of the Sacramento Valley, may see, knee deep in lush meadow grass, the Guernsey herd of Albert E. Brown, ex-railroad man, turned farmer.

Your doctor—



Employes are invited to write the General Hospital Department at San Francisco for medical advice, being sure to state their occupation. Some of the questions will be answered impersonally in this column, and in all cases letters will be written personally to the employe.

Question:

FOR some time past I have been troubled with a very annoying and at times a very painful trouble just where the breast bone terminates. The place is not sore when not being pressed, but on pressing in on it there seems to be quite a bit of soreness for a place about the size of a dollar or a little larger. About two hours or a little bit more there seems to be a good deal of gas on the stomach and, in belching, there is a burning sensation that at times is very painful. This burning comes after eating. I have been going to the Company Doctor and have gotten some relief, but the pain seems to stay. I was on a diet of milk for nearly two months and took some powders that were given me, then was told to stop taking medicine but to keep on a diet of vegetables, which I have done with very little good results. It is true that one cannot get much of a variety of vegetables here and it is possible that is causing the prolonged trouble. There are times that the pain seems to move to different parts of my stomach, but not very bad. My bowels in the past few months are very irregular; in fact I am compelled to take a light laxative about every two or three days. Some of my teeth are in bad condition and I thought perhaps that is causing some of the trouble. If consistent, I would be pleased if you would diagnose this case if possible to do so by the explanation I have given you.

Answer:

It is quite probable that you have an ulcer of the duodenum, the beginning of the small bowel just beyond the stomach. Apparently the milk diet made it better.

The milk should be taken every two hours and taken slowly—four or five minutes to the glass. A glassful should be taken every two hours from 7:00 in the morning to 7:00 at night with a soft boiled egg at the first, third and sixth feedings; followed later by milk toast may help the matter. This should be kept up for two weeks and then pass on to the diet on column one of the diet card.

Why do you not have your bad teeth taken care of at once? This will probably help matters.

Take no medicine but a little milk of magnesia mornings to help regulate your bowels; and, if you are not entirely well in a month, you better come up to the hospital and let us investigate further.

Question:

IS it good to drink water with lemon juice without sugar or not? I have been told that it puts too much acid into the blood and causes gout and neuralgia. My left hand gets numb at night and it itches so I wake up, but if I rub the arm it disappears. My arm was hurt last fall by falling with a stick of wood so it turned black. Can that be the cause? I did not have this before. I thought that there was an obstruction in the flow of the blood where the arm was black from that fall with the piece of lumber.

Answer:

The arm turning black is probably due to a rupture of a vein and the spread of the blood throughout the tissue below the skin, which resembles, in other words, a black and blue spot on a large scale. There was probably no obstruction to the flow of the blood.

Your left hand gets numb most commonly because you lie on your left side when you sleep.

If you are a large meat eater the urine gets too acid. An abundance of water, six glasses a day, is good for everybody. The citric acid in lemon juice is converted to citrate of potash, as strong alkali in the body and renders the urine alkaline. It is very beneficial because of this fact and also because it induces you to drink more water, which most of us do not take in sufficient quantity.

Your neuralgia is probably due to bad teeth or bad tonsils, or some infection in the body.

Question:

WAS operated on in May, 1928, for removal of gall-bladder and appendix.

Operation was very successful to the extent of relieving me of considerable pain, etc., but I have trouble with a condition of biliousness, heavy behind my eyes and dark spots and the more-or-less nauseate feeling. Have tried dieting as per your card furnished, but found result considerably constipated.

To relieve condition, have taken mineral oil and milk of magnesia, but without any permanent condition of relief. However, for the past two months have been taking Marty-Veracolate with Merks Sodium Phosphate which has given me very good result. However, this is costing me about $1.35 per month, which is a pretty heavy drain, and would ask if it is not possible for you to arrange to furnish same from General Hospital or local druggist.

Answer:

We cannot furnish drugs for constipation, which is a bad habit and not a disease. If you will read the article on constipation in the May Bulletin and follow it explicitly, you will have no trouble in correcting the habit.

You tell us nothing about your weight, and maybe you are over-eating and not getting enough exercise, and that this causes the condition that you describe as biliousness.

Annual Report Shows E. M. B. A. Is In Fine Condition

A total membership of 8174 in the Central and Southern Pacific Employes' Mutual Benefit Association was reported when the organization held its 49th annual meeting at San Francisco on May 9. More than half of the membership was present in person or by proxy at the meeting. President Henley C. Booth presided. Three directors, A. S. McKelligon, B. D. Myers and H. G. Waltrous, were re-elected for a three-year term.

The annual report as of May 1 submitted by Secretary Miss Julia Mott was, in part, as follows:

Receipts

Dues from Members	$147,776.70
Interest—May 1, 1928, to April 30, 1929	58,650.88
	$206,427.58

Expenditures

Medical Examinations	$ 5,076.00	
Commissions to representatives for securing new members	2,308.56	
Salaries (Salaried employes are Office Staff, Medical Director and three Representatives. No salaries, commissions or fees are paid to the President, Vice-President, Directors or Counsel)	12,602.50	
Stationery and Printing	1,224.96	
Advertising	421.89	
General Expense	4,232.46	
Unpaid Vouchers as of April 30, 1928	4,000.00	
	$ 29,866.37	
Death Benefits—(72 deaths)	$ 86,500.00	
Total Expenditures		$116,366.37

Cash Account to April 30, 1929

Balance April 30, 1928 (Cash)	$ 965,606.75	
Interest for year ending April 30, 1929 (Cash)	58,650.88	
Dues (Amount paid by members)	147,776.70	
	$1,172,034.33	
Refund Insurance Premium	3.00	
Vouchers issued account deaths but not cashed before April 30, 1929	1,006.00	
	$1,173,043.33	
Expenditures	116,366.37	
Total in Southern Pacific Company Treasury, as Association's Treasurer		$1,056,676.93
Dues in process of collection		7,900.00
Interest due and not yet credited in Southern Pacific Company accounts		5,010.13
Office Furniture		3,804.40
TOTAL ASSETS		$1,073,391.49

Membership

Members in Association	8174
Members accepted during past year	1162
Members reinstated	9
Deaths during past year	72
Members resigned	84
Lapsed membership	719
Applications rejected during past year	21
Average age of members accepted	28

Efforts of Employes Beyond Line of Duty Commended by Superintendents

CHARLES MILLER, section foreman at Lanark, N. M., got his gang out on Sunday to apply rope guys to telegraph pole broken in wind storm.

L. L. LEDFORD, pumper at Fairbank, Ariz., discovered broken arch bar on car in passing train.

NATHAN BLAKE, section foreman, Hachita, N. M., assisted water service men when engines were broken down.

Brakeman H. EAGER, New Mexico Division, assisted engine crew to make repairs to steam pipe to dynamo, saving delay to important train.

M. G. NORRIS, section foreman, Solano, N. M., assisted lineman in making repairs to wires, and drove lineman to scene of trouble in his car.

Engineer E. T. BOWER and Fireman C. M. BRUNER, Rio Grande Division, assisted crew in adjusting load on car, permitting it to continue without delay.

J. NUTTLETON, plumber, Portland Division, made repairs to engine injector, reducing delay to train to minimum.

G. D. NEWTON, conductor, and G. W. MCMAHAN, brakeman, Portland Division, rendered valuable service in clearing track of rock slide.

PAUL N. NELSON, operator at Oregon City, noticed brake beam down on car in passing train and brought same to attention of train crew.

R. A. CAMPBELL, engineer, Los Angeles Division, assisted brakeman in replacing broken steam hose on club car, minimizing delay to train.

E. B. BRADY, engineer, Los Angeles Division, made repairs to broken angle cock during lunch time, saving expense of sending carman to an outside point.

A. F. MONK, brakeman, San Joaquin Division, voluntarily carried sand from cab to pilot of engine to sand rail when pipe broke and engine slipped to a standstill.

A. C. GREEN, engine inspector, discovered a defect in such a position that it could be found only by unusually close and careful inspection.

J. E. COCHRAN, engine watchman, Redding, noted that signal did not clear after train had passed, and notified the operator, preventing delay to trains.

J. A. EZELL, carman, Gerber, found oil on track where engine had stood, notified yardmaster, who notified dispatcher, who had engine inspected, revealing broken oil line.

R. E. ANDREWS, brakeman, Charleston, Ariz., assisted in hand-firing engine when stoker became disabled.

EMPLOYES OFFER 643 SUGGESTIONS AT SAFETY MEETINGS

During April, ten Safety Committee meetings were held, attended by 385 Safety Committeemen and visitors, 643 safety suggestions were discussed, 11 papers on accident prevention read by Safety Committeemen, and reports received to the effect that 3,344 employes were talked to individually by the committeemen on safety matters. Details are shown in the following statement:

Committee	Att.	Sugs.	Talks by
Sacramento Gen. Shops & Stores	51	52	A. P. Gianino
Los Angeles Gen. Shops & Stores	22	42	J. C. Holt
El Paso Gen. Shops & Stores	21	158	J. M. Holt
East Bay Elec. Division	25	39	R. W. Kent
Rio Grande Div.	30	29	W. H. Brinson
New Mexico Div.	30	98	R. T. Quint W. B. Kirkland
Tucson Division.	47	44	J. C. Green
Los Angeles Div.	60	54	L. A. Pawley
San Joaquin Div.	39	62	W. P. Hoadley
Coast Division	60	65	J. M. Hamilton

CARLIN BABES SLEEP ON WRECKER WHILE PARENTS SEARCH

The mystery of the four missing children at Carlin has been solved. Two families are again united and happy and the peace and dignity of the state of Nevada has been preserved.

Some time ago four babies disappeared and were gone for two days. Their distracted parents searched high and low for them, and the efforts of all friends were bent toward discovering the whereabouts of the little ones or the villians who had made away with them. It was of no use. It was feared that they had been kidnapped for ransom or revenge. Not until the "big hook" returned from the scene of a derailment was the slightest clue found, but when the "big hook" had tied up, the parents, who were filling the wine-like air of the Silver State with lamentations, found the four youngsters cosily resting in their nests on each side of the big boom, but rather hungry and tired from their experience in helping pick up a couple of derailed cars.

Both Mamma and Papa Sparrows, after reassuring themselves the babies were not harmed, again resumed the heavy business of filling the stomachs of the four little sparrows, and the last word had from them by the interviewer was that they expected to follow the popular pastime of seeing the company and securing an injunction to prevent them from again moving the "big hook" until the little fellows had learned to fly.

Travelers and Shippers Praise Efficient and Courteous Services of Employes

IN a letter to J. E. COLTHURST, passenger agent at San Francisco, J. H. Keller, also of San Francisco, writes: "When I decided to go back East, I wrote all the lines going there, and I can truthfully say you are the only agent that came to my office who really could sit down and give me a suggestion for the trip, showing me connections, etc. Your company made a strong appeal by sending a man to me who really knew his business."

B. A. Frey, M. D., writes aboard the Overland Limited: "I am just returning from a trip half around the world and your dining car service compares favorably with any on the continent. The steward in charge of your car is J. H. VOLKMER and I am sure he deserves a share of the praise."

The Consolidated Packing Co. of San Francisco in a letter to R. A. PARKER, assistant freight agent at Fresno, says: "Our Fresno representative, N. D. Naman, informs us of your extremely courteous attitude in the matter of a car of raisins on which it was important we make connection with the SS Harry Luckenbach. In order to make the connection you split up your regular freight into two sections so that the car could be made ready for the second section. We are very thankful for this additional service which the Southern Pacific has rendered to us, and assure you that we shall not forget this in the future."

Wm. M. Shackford says: "Southern Pacific from New Orleans to Los Angeles is mighty close to 100 per cent. No one could ask or expect better dining car service than it is now. Also, traveling is so very clean on the Southern Pacific with its oil-burning engines."

"I wish to express to you my appreciation for the efficient manner you and your associates handled my invalid brother, nurse and party from San Francisco to New Orleans on the Sunset Limited, and for the fine courtesies extended by your associates in the passenger department in San Francisco and New Orleans, especially MR. O'BRIEN, chief clerk, and the train crew."—R. M. Brown, St. Louis, Mo.

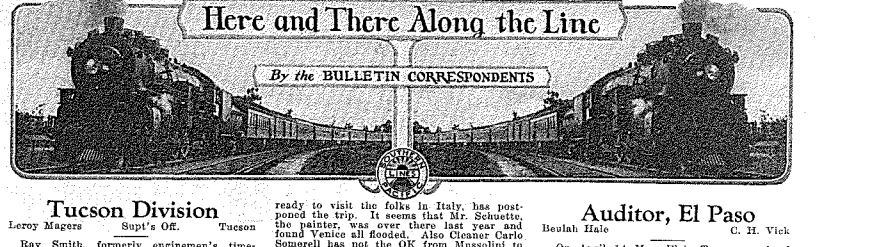
Edna A. Irvine, Phoenix, Ariz., writes J. A. HORGOOD, district passenger agent at Portland: "I wish to thank you for the very nice attention shown me on my recent trip. Both at Oakland and Los Angeles every courtesy was extended. In the future I will endeavor to arrange my trips in Southern Pacific territory. That is how much I enjoyed this trip south."

George Barr of Glasgow, Scotland, writes: "During a recent railway journey from Seattle to Los Angeles I had the misfortune to lose my train at Sacramento. I caught the 6:30 P. M. train from this latter place to San Francisco and on this journey I had I. H. ROBINSON. This conductor, by his courtesy and initiative, helped me out of my troubles and I am anxious to convey my appreciation and extend my thanks to him."

Portland Division and El Paso Shops Lead in Safety

At the end of the three-months' period, the Portland Division is in the lead for the steam divisions, and the El Paso General Shops is in the lead for the general shops, in the contest for the 1929 Safety Banners. Full details are shown in the following statement:

Division	Number of Casualties	Man Hours	Casualties per Mil'n Man Hours	Rank
Portland	14	2,755,522	5.08	1
Rio Grande	10	1,759,434	5.68	2
Shasta	12	1,637,534	7.33	3
East Bay Electric	4	543,050	7.37	4
Salt Lake	19	2,552,978	7.44	5
New Mexico	11	1,150,727	9.56	6
Coast	41	3,689,878	11.11	7
Steamer	9	806,975	11.15	8
Los Angeles	43	3,578,148	12.01	9
Sacramento	30	2,444,445	12.27	10
Western	43	3,125,130	13.76	11
San Joaquin	25	1,709,905	14.62	12
Tucson	30	1,937,667	15.48	13
Stockton	21	1,289,175	16.29	14
GENERAL SHOPS				
El Paso	..	491,079	....	1
Sacramento	16	1,822,450	8.77	2
Los Angeles	10	886,959	11.27	3



Tucson Division

Leroy Magers — Supt's Off. — Tucson

Ray Smith, formerly engineman's timekeeper, was a welcome visitor on the 16. There had been rumors that Ray had been shot, hung or run out of Mexico, but he denied having been so handled. Ray is with the S. P. de M. and is located at Guadlajara.

Conductor W. G. Willis, Brakeman E. J. Durrill, Engineer C. W. Richardson, Fireman J. M. Morgan, Timekeeper Leroy Magers, Agent H. J. Short, Dispatcher F. W. Livesley, and Machinist L. E. Brock spent last week in Phoenix attending the hearing before Examiner Disque of the Interstate Commerce Commission in connection with the Company's request for relief from Section 4, Interstate Commerce Act. All these men were representing their organizations on the railroad and appeared on the witness stand with a plea that the request for relief be granted. This is believed to be the first time that the employes have taken an active part in a rate hearing.

Catherine Hubbell has returned from a visit with relatives at Enoch, Oklahoma. She reports having a very fine time.

Mrs. Ella Berg and her husband have moved into their new home, recently completed. She extends an invitation for all the gang to call on her, provided they bring their own refreshments.

Buster Rhoades has purchased a new Chrysler 65. Of course Buster doesn't look so bad in a car of that kind, but somehow we always think of a truck when we look at "Bus."

"Bob" Robertson, superintendent's secretary, has returned from Oregon, where he spent his vacation. He has been drinking lots of buttermilk, eating raw eggs, throwing snowballs, and otherwise conducting himself as one should who goes to Oregon from Arizona.

Andy Jaimeson, cashier of the freight house at Phoenix, is the proud papa of a fine baby boy, born May 9. Mother and baby are doing fine.

Link Wilson thinks no more of running big trucks off the street than most people do of walking across a room. He charges right through traffic just as though that old boat of his wouldn't fold up like an accordion if he hit anything. The other morning we saw three truck drivers and four autoists tearing their hair while Link went serenely on his way.

Electric Division

H. W. Larsen — West Alameda Shops

H. R. Gomez, correspondent for the auditor's office, annex C, San Francisco, in a special interview, gave us the rock-bottom low-down on the Joe Pine-Williams situation existing there. Says Mr Gomez: "When they ride boats together, eat lunch together, etc., you can be sure that there is something doing." He promises to disclose future developments as they occur.

Charlie Vincent, inspector at Oakland Pier, asked off account a birthday coming up. When he returned, he claimed he was given not only a surprise party but a new radio and an aeroplane ride. Which is hard to believe!

The apprentice school is now visiting powerhouses through the courtesy of E. A. Hoffman and the P. G. & E. Co. The cherubs complained that there were no girls employed in the last plant visited.

Trainmaster Veale's son is making a world tour with the boy scouts, spending quite a lot of time in Europe.

Line Foreman Shephard has convinced us that he is not in the tire business and some other lineman is leaving the nails, wire, etc., in the roadways around the shops.

Pete Merlone, carman, who is getting ready to visit the folks in Italy, has postponed the trip. It seems that Mr. Schuette, the painter, was over there last year and found Venice all flooded. Also Cleaner Carlo Somorell has not the OK from Mussolini to let Pete into his domain.

Mr. Wells was called East due to serious illness. We is therefore Mister Davidson in his absence.

Car Inspector Crum is adding new paragraphs to his new continued story: "Fishing, as told by Hans." So far, Electrician Harness and Hostler Webster are in the lead in the number of trips they have taken. One of these days one of them will really bring back a fish, which will end the story, as far as Oakland Pier is concerned. Of course Jim Yest at the shops takes a man along in case he catches one, so he can produce the proof.

Another new Ford is now parked in the sand lot adjacent to the shops. It's wonderful how these fellows who can't pay for their share of the bottled water or other subscriptions drive in with new cars and blonde wimmin. What's the secret?

Bill Scazzafava, utility man, is now a real baseball manager. His team is labeled No. 160 Druids. Bill plays eight positions and Helper Lewis of the dirty gang plays all the others. That's what comes of living in the same block as Ernest Lombardi of the Oaks.

Draftsman P. W. Crowley is in the East to see the folks on his vacation. He said "folks."

Engineer Bob Anderson and Roadmaster Moore went fishing. Of couse, per usual, they returned without any.

Locomotive engineers desire to thank the inventor of the Rube Goldberg device for opening the inspector's door from the inside at Oakland Pier.

Miss Ross, secretary to the M. of W. department, is having a tough time with her ruptured hand. We extend our sympathy and hope all will soon be well with the bad order digits.

Conductor Weideman is quite proud of his retreat near Boulder Creek and invites his friends when in the vicinity to partake of his hospitality.

The East Bay Flying Club has consolidated with the United Flying Club. The officers consist of Trainmaster Davies, Brakeman Spamer, Jack Connolly, and Edelson.

We must mention the fishing trip of Spike Hennesy, Engineer McCutcheon and Conductor Baldwin. They returned with some fish, but, alas, the wrong kind. They are known as the pogey fishermen.

Tommy McLaughlin of the inspection shop is going to have all his teeth pulled. No, he just wants to save buying tooth paste.

He—"Do you believe that kissing is unhealthy?"
She—"I couldn't say—I've never—"
He—"Never been kissed?"
She—"I've never been sick."—Ex.

Announcing picnic of East Bay Electric Division employes to be held at Santa Cruz on June 16.

Auditor, El Paso

Beulah Hale — C. H. Vick

On April 14 Mrs. Elsie Terry, our head comptometer operator, was operated on for appendicitis. She is getting along nicely, but will be off until June 1. Mrs. Maurine Reaves is heading the bureau in Mrs. Terry's absence.

Mrs. Elizabeth Smith is doing substitute work in the comptometer bureau. She is a former E. P. & S. W. employe and will be remembered as Miss Elizabeth Marks.

Mrs. Cyrene Brunson is doing temporary work in the comptometer bureau. She is a former employe.

We have had the following changes in the D. A. B. the past month: Beulah Hale to analysis clerk, R. M. Stevens to Rio Grande register and abstract clerk, C. F. Faulkner to New Mexico register and abstract clerk, W. G. Cook to B. & B. distribution clerk, Harry Rupkey to A. & B. clerk No. 3, Stanley Hunt to general clerk, "Irene" Hurley to statement clerk and typist, Eaton Dennard to M. P. & C. accountant No. 2, Robert S. Carney to division accounting suspense, Thomas J. Briston to M. P. & C. coupon cutter and distributor.

A man in our department has been receiving roses from a young lady each day, but we fear for their safety if a certain young lady or young gentleman should find out about these rose buds.

Mrs. Anna Nelson has a new Chevrolet and she now has sprung a surprise on us; she is leaving the service to stay home and cook for friend husband,—that is, if she can find time after driving the new car.

R. M. Stevens and wife left on a two-weeks' vacation trip to California May 18.

W. F. McBrayer and family left on vacation May 11 for a visit with relatives in Rayville, Louisiana.

Vincent Creed has been unanimously elected "Inspector" until such time as the street car company completes its new bridge across the Rio Grande.

Did you ever hear of anyone getting sunburned without getting out in the sun?

It wasn't Rene's fault the accounts were one day late; it was Sunday's.

Wonder who C. P. M. is going to give his next rose to?

Mr. Potts refuses to express his opinion on "summer widowers."

EXTRA—SPECIAL—The boss has a new sheik hat.

Coast Division

L. Gutfeld — Supt's Off. — San Francisco
Harry Mitchell — Yard Off. — Bayshore

Harry M. Fuller, locomotive engineer, is now on leave of absence enjoying a change of scenery. He left on the steamer "Tahiti" April 17 for trip to Australia, South Seas, Honolulu, and other points of interest.

Frank J. Kennedy, head estimator, division engineers office, has been transferred to W. H. Kirkbride's office. Charlie Elliott is now handling Frank's position, Joe Norris in turn has taken Elliott's former position, and George H. Binkley has been promoted from rodman to fill position vacated by Henry Lange when he assumed Norris' position.

Engineer W. Hoogendyk and Fireman Emil J. Beck were awarded the annual trip to the fuel convention at Chicago, Illinois, having shown the most interest and best performance in the conservation of fuel oil for the past year.

We wish to extend our congratulations to Mr. and Mrs. E. W. Fanning on their recent marriage (even if they did have to go to Reno, and then hold out on the gang). Mrs. Fanning was Juanita Clifford of San Francisco freight station, while Fanning is employed as yardman at San Francisco.

Miss Dorothy Marcus, also of San Fran-

cisco freight station, is now Mrs. Marcus G. Miller.

A sumptuous luncheon was given to Mrs. Fanning May 14, in the lunchroom, which was attended by all the girls. Several musical numbers were rendered. This luncheon was also in honor of Adele Hammer, who, we understand, is about to acquire a husband.

Firemen N. R. Hesse and A. A. Rossi are on extended leaves of absence in the East.

George W. Hammon is now car foreman at San Luis Obispo, transferring from the Los Angeles Division, vice Albert McIntyre, transferred to Yuma, on the Tucson Division.

Pearl Benoit of the comptometer bureau, Fireman Thos. Hunter and Russell Green, transportation clerk, have been on vacation.

We wish to extend our sympathy to the families of John E. Cronin, James Egan, and Benjamin M. Kolb, employes of San Francisco freight station, who died recently.

C. T. Taggert, personal record clerk, Sacramento Division, visited us recently.

By the time we get this issue off the press, another will have joined the so-called army of "Freedom." Oh, yes, Norman Sorenson, our report clerk and timekeeper, had to say "I Do." Mr. and Mrs. Sorenson are on a honeymoon trip to Alaska.

It is with sadness that we announce the accidental deaths of Melvin Larsen, yardman, and Otis A. Corlis, brakeman. Larsen met his death in San Francisco yard, while Corlis was drowned in the ocean.

We have a rumor that San Francisco freight station and yard offices are going to join forces when John Casey and Estelle Laird take the fatal leap. Sorry, folks, but if you must fight you'll have to go to Mexico. The freight office and yard office is a place for work.

It has come to our attention that "Thanks for the Buggy Ride" Thorsen has not taken any recent journeys. With the price of gas so low, it was thought he would be out often.

We are sorry to announce the deaths of John R. McGrogan, Alfred Olsen, John M. Gallhorn, Patrick Dwyer, Ygnacio, and Pearl Hopper.

William L. Kern, yardman, San Francisco, was married May 4.

In having stumbled on several news items concerning San Francisco yard, we hope we have not treaded on the toes of our contemporary Harry Mitchell, of Bayshore yard office; however feel that his squad of onion (or is it Ivory?) hunters may have overlooked the few items, that we by chance uncovered. However, if apologies are in order, please accept these as such.

Bayshore Store Department

F. C. Kramp, our division storekeeper, seems to be very indignant over the notoriety given the juniors Lee and Moritz in the last issue of the Bulletin. We don't blame him. He started the ball a-rolling, and has something to show that he is justly proud of. The Junior is some little man, as you can see for yourself.

Baby Kramp

Ward Fenton has moved to the East Bay again. He is now living in Berkeley, after having spent the winter in sunny San Francisco.

Vincent Sgarlato is spending his vacation in the place that was made famous by Jim McDonald, namely, "San Bruno By The Sea." Jim is going to run for mayor of that city soon.

Arild K. Jensen recently received a clipping from an English paper that stated that there are trains in that country that can travel over one hundred miles per hour, when pushed. Now, Arild, you know we don't push trains in America, we pull them.

John Wilson intends to take his vacation soon. We all hope that he doesn't spend it in Hollywood. We would hate to lose him.

The horse-shoe players at Bayshore have been on strike of late. Fritz Carlson won't play any more. He would rather hold four aces then two horse shoes any day.

Fred Burelli insists that he drives the best-looking truck in town. We all agree with him. He is entitled to be commended for the pride he takes in his machine.

John Marcelli is always shouting the praises of his roadster. He doesn't have to make so much noise over it; we know it is a rattling good one.

Bayshore Yard

BOXCAR HASH: Coit Howard, ex-assistant yardmaster, back with the common people. "Dutch" Arnschag looking at his watch and mumbling, "I thought it was 3:30 P. M.; now I lose $6.62." There goes the three musketeers—"Mac" McHenry, "Doc" Cobabe and "Tony" Franzen. I wonder where "Baron" Charles Nelcke buys his shirts? Yardmaster "Bill" Henderson went to New Orleans on his vacation. Post-graduate course in banana handling. Jolly struck out and Joe Mannassi lost $30. Much weeping and wailing. And Frank Carey continues to make war on the Swedes. Just saw "Bill" Olson with a fire extinguisher chasing a car of lumber. Must have gotten another letter from JGS. Uncle Tom's Cabin — Simon Legree, "Bill" Dixon; Bloodhound, Harold Anderson; Eliza, The Car-Astray Clerk; wicked slave-owners, IJO and Joe Dunn. "Hank" Du Puis, big silver polish man, gets a vacation. "Bob" Whiting entertained "Senator" Hinds and a delegation from San Salvador recently. A good time was had by all. Whoopee! Couple of the girls in the freight office got married the other day. Thanks for the ice-cream, "Lil." Oh well, I've had bigger and better "shiners" than this one.

His secretary reports that Hank Carl of the Mission Bay train yard made a cleanup of the stock market.

Joe Kilbride advises that, owing to the poor attendance at the office (5th and M.) these mornings, he will be obliged to levy an assessment on the boys.

Joe Calvert is planning an extended tour back to Pennsylvania and through the East.

Gus Arnschag was seen one evening trying to make a high dive at 6th and Channel streets. He would have made it, but the springboard broke.

Clarence Westbrook was seen in town one Sunday evening recently. Says he came in to get his rest.

James L. O'Connor announces that he will give up his race-track carreer (when he is ahead).

The height of Murad-lighting was attained when Al (Bull Montana) Weiss, brother of the well-known Fred (Wall Street) Weiss, called his boss up recenty from Eugene, Oregon, to let him know that he was on vacation. When the boss told Al that he was not scheduled to go for another week yet—well, we'd rather not mention that.

Considerable difficulty was experienced while unloading the Al G. Barnes circus at 7th St. The boa constrictors stubbornly refused to leave their car. Nothing could be done to budge these ornery snakes 'til they put Bob Whiting in the car. And the snakes have not been caught yet.

SOCIETY NEWS: Lincoln J. Smith has accepted a position with the Southern Pacific Co. as switchman.

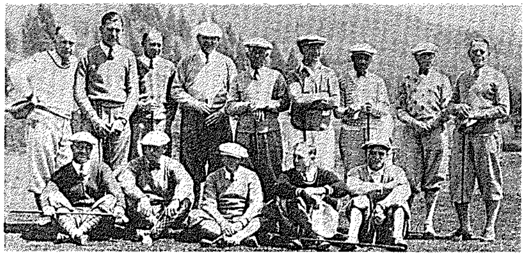
We learned quite recently that Eddie Krause's real name is "Sugar." Ask him about it.

Frank Hinch has returned to the Old Men's Home after two strenuous weeks as "banana king."

They tell the story about a certain party who was invited out to Wayne Waddell's house for dinner one night and, after dinner, Waddell put him to work in the cellar for three hours fixing an auto while he and his wife went out for a ride in their machine.

"Cap" Rollin Briggs, that seasoned old globe-trotter, will make a trip back to Missouri, and possibly Michigan, on his vacation this year. And he has made some drastic changes in his traveling equipment which will interest his many friends. This year the "Captain" will not take his pillow. It is rumored that he intends to occupy a drawing-room en route.

Last month we mentioned that Frank Rice and John Finlay were on the "outs." By the time the Bulletin came off the press they had made up. So we told them we'd make it right this month. And twice since we started to write this "copy" they have fallen out and made up again. So it is going to be a hard job to figure out just what to say, unless we put it this way: "Handsome" John Finlay and "Flying" Frank Rice are getting along together as usual.



General Office golfers who took part in a recent tournament. Standing, left to right: Vail Andrus, Fred Tatton, F. L. Burger, C. R. Harding, C. J. McDonald, J. E. Lyons, M. L. Goldsmith, J. L. Soto and M. E. Maurer. Seated: Ralph Piercy, F. L. McCaffery, N. Kinell, F. Q. Tredway and E. M. Bridgman.

General Office Golf Ass'n. in First Tournament

SOUTHERN PACIFIC General Offices in San Francisco boasts some good golfers if the tournament held by the Southern Pacific Golf Association at the Sequoyah Country Club in Oakland the last of April is any indication.

This tournament, the first held by the organization which is composed of Southern Pacific golfers in the General Office building, attracted a good entry list. The Pacific Fruit Express, to add to the fun of the occasion, sent over a team of eight men to meet a team from the Southern Pacific group. After the tournament, which was for 18 holes, medal play with handicap, a splendid dinner was enjoyed.

Frank Curry, computer in the valuation department, won a box of balls for low gross, with a score of 75 for the difficult course. J. L. Soto, clerk in the mail and express traffic department, won a box of balls for low net score, shooting a 91, which, with a handicap of 25, made him the winner.

The Pacific Fruit Express team, composed of H. T. Whyte, L. E. Cartmill, R. L. Magill, C. A. Richardson, G. W. Mountford, G. R. McIntosh, W. B. Thatcher, and John Juris, gave their S. P. opponents a scare by their determined opposition, but the S. P. team, composed of F. L. McCaffery, Nels Kinell, C. R. Harding, Fred Tatton, F. Q. Tredway, Vail Andrus, E. M. Bridgman and Ralph Piercy, finally won out nine points to three.

N. Kinell is president of the association; J. L. McCaffery, vice president; and F. Q. Tredway, secretary-treasurer. Vail Andrus was chairman of the tournament committee and did a good job of arranging. Much of the credit for the success of the tournament was due to McCaffery, a member of the Sequoyah Club. The course is one of the finest in Northern California.

The tournament scores were as follows:

Player	H.	G.	N.
Frank Curry	8	75	67
A. F. Schram	7	82	76
Ed Carter	16	90	74
F. Q. Tredway	17	91	74
V. S. Andrus	22	91	69
J. L. Soto	25	91	66
F. C. Tatton	10	93	83
N. Kinell	14	96	82
F. L. McCaffery	15	97	82
E. M. Bridgman	26	99	73
C. R. Harding	18	105	87
J. E. Lyons	26	109	83
F. L. Burger	28	110	82
C. J. McDonald	30	119	89
M. I. Goldsmith	25	120	95
M. E. Maurer	25	128	103
Ralph Piercy	30	137	107

Pacific Fruit Express

M. E. Bolinger San Francisco Office

General Agent

E. J. McCutcheon surprised his office by getting married when they least expected it. We have to hand it to you, Mac, for keeping things so quiet. Nevertheless, here's lots of luck to you and the Mrs.

Fred Martin left for Salinas April 30; but don't get alarmed—he will be back. We'll be waiting, Fred.

Earl Lewis upheld his reputation as a fisherman by catching the limit of trout on the Mokelumme River on the first week-end of the season. Keep it up, Earl; we all like fish.

Ed Hoffman returned from a one-week's stay at Yosemite, bringing back a good coat of tan. However, he didn't think his vacation was complete without digging in the garden for the remainder of the time. Ed has just launched a flower nursery, and is very proud of it.

Superintendent Refrigeration

"Silk Hat Harry." Who? Well, just give Ed Corlett's spring kelly a look.

Joe Connolly has just returned from the wilds of Arizona. Yes, Joe had a nice vacation.

Miss Leffman is still undecided. She likes "Aviation," yet "Al's" Packard is not so bad.

Tom Day is planning to take a "Caboose" cross-country trip testing various things en route. No, Government test.

Engineering and Refrigeration

A secret ballot was held recently to find the most popular man. Mr. Kieny won by a large majority. It would have been unanimous if Messrs. Tambling, Hornung, Johnson and Magnelli had not voted for themselves.

If you have any checks, personal, rubber, forged or otherwise, to be cashed, see Carl Little.

Al Magnelli has had a terrible grouch lately. We have laid it to the fact that his newly-acquired mustache does not agree with him.

Fred Wuensch just returned from his vacation. Hope you had a good time, Fred.

Lola Salazar seems sad these days; isn't Jerry around? Cheer up; he will be coming back soon. It looks that way, anyhow, from these long-distance phone calls.

While Leo Kieny was chosen as our candidate for the most popular man, we know for a fact that if he should wear the costume he wore a few years ago in the beauty contest he would win without a struggle.

Heard on pay day between Messrs. Hornung, Tambling, Magnelli, Love and Kieny: "Now you pay me that four bits you owe me from that handball game; you know I bought the malted milks last time." "Hope no one used my hair tonic." "If anyone took those laces out of my shoes," etc. They must have a great time.

When we ask Anne Purnell, "What are you going to have for dinner tonight?" she says, "I really don't know; Charlie gets all the meals." What's your secret, Anne?

Purchasing Department

The best joke we've had for some time was when the talk about moving started. George told Bennie the company was going to furnish him with a new Ford to jazz from the S. P. Building to Pine Street. Was Bennie excited and thrilled? No foolin'. But, when Bennie realized the joke, he produced a Murad and nonchalantly remarked: "Oh, well, it's just one of those things."

Vacations are starting with Mr. and Mrs. Harvey taking their first trip to the glorious Yosemite Valley. How we would like to join them!

Art is also leaving at the same time for his summer home in the Santa Cruz mountains. We hope it doesn't rain.

Famous last words: Mr. Batson—"Did you listen to Amos'N Andy last night?" Mr. Lorenz—"Miss Molinari, take a wire, please."

Auditor

The girls enjoyed a covered dish party (?) at the home of Marge Peters. Each girl brought her favorite dish and there was some variety. Any connoisseur in the country would have applauded the girls' unusual ability. The "covered dish" party, as it was prematurely named, developed into a regular banquet. After each one had eaten to her capacity, they attended the "Bachelor Father" at the Curran.

The girls in the general file bureau always anticipate Mr. Statler's return to the office after a trip on the road, as he always favors them with select serenades of whistling and singing numbers. Due to a severe cold of late, he has been incapacitated. However, we sincerely wish him a rapid recovery, as his melodious refrains from behind the file cabinets are missed.

We hear Genivieve Netting is getting to be quite a golf enthusiast. Have also heard from a reliable source that her private instructor enjoys unusual ability in golf instruction and is most attentive.

Employes in the refrigeration bureau are anticipating the arrival of warm weather, as there are several fiends in the bureau who insist on filling their lungs with an abundance of fresh air, which necessitates the other occupants of the room wearing red flannels.

General Offices, S. F.

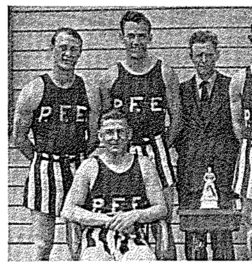
N. Passur Room 942 M. Casey

Motive Power

Well, Well, What a World! The Motive Power indoor team takes a beating from the Outlaws led by DeMello, take a lacing from Freight Traffic, and then come back and kill off the A. F. A. No. 2 team and the Infallible Engineers. Miracles will never cease.

"Dick" Roemer is thinking deeply these days. It is rumored he is working out a scheme for a "Tickless Watch."

Now that the "Goofs" have had their first work-out, we can predict a certain defeat for the Regulars. . . Tom Johnson has the hands, reach and appearance for a first-class initial sacker, but he will have to come out of his batting slump. . . "Kid" Leaver dropped a couple in the field, but apparently he was too sure. His hitting was remarkable. . . Either "Griff" couldn't see the ball, or there was a hole in the bat. At any length, he snared all the balls that came his way. . . "Kurly," the fat boy on second base, did himself proud by lacing out a three-bagger and a double in five trips to the plate. He caught a fly also. . . Bill Dodge sure can handle himself out there—and hit, well, play your left fielder against the fence when he comes up. . . . Casey didn't look so good. He was weak with the willow, although he played a good fielding game. . . "Red" Condon, the old reliable, copped one for himself every time up and fielded well. . . Thatcher didn't show up, but we feel he will come through OK. . . Lopas was on the road at the time of practice, but these two boys have played already in fast company and will no doubt show their stuff when the big game comes off. . . "Wild Bill" Kelly certainly connected at bat. He hits the ball hard, and fields fairly well.



Besides winning the 1929 championship of Class B Los Angeles Industrial Basketball league, the Pacific Fruit Express Shop team of that city had one of its most successful seasons. Seventeen games were played during the season just ended with a win in every game except one. PFE scored more than twice as many points as their opponents. Besides the regular league games the team played two games with the Colton shop team and the San Francisco General Office team all of which turned out successfully for the league winners. Members of the team were Captain Earl Veale, Vern Hall, Gene Briggs, John Cannon, George Swearingen, F. B. Phillips. C. F. Leicester managed the team during the season.

Walt Mitchell belongs to the "Minus" class now. He was relieved of his tonsils recently.

Freddy Bernhard has opened the spring season with a brand new ice cream suit. Rumor has it that he is considering levying an assessment on the bunch for a new pipe to go with the suit. The gang may contribute for the sake of self-defense.

O. H. Kurlfinke will be back the middle of June, after making stops at Chicago, St. Louis, and Philadelphia and attending the master boilermakers' convention at Atlanta, Ga. Mrs. Kurlfinke is accompanying "Kurly."

Vacation fever is on. Already Jim Kenney led off with two weeks, beginning at Los Angeles and motoring to parts in Montana. . . Ernie Purcell and Gene Egan, with their ukuleles, left for Hollywood.

It took all these years to find out that we had a contortionist in our midst. After knocking out what appeared to be a home run recently, Lauren Griffin, tearing around the bags, was rounding 3rd base, when suddenly he conceived the idea of diving from third to home plate. This would have been the first time that this feat was ever accomplished, but Fate had its hand in the pie, and Griff is today digging gravel out of his ears, eyelashes and mustache, with bandages on his knees, hands and chin.

Auditor of Disbursements

Disbts. No. 2 has broken its losing streak, at last defeating a pick-up girls team. Irma Maas, Leona Sutter and Millie Shapiro of this office starred for the losers.

Julius Katterfield is taking a four-months' leave of absence.

Babe Ruth's latest rival—Wayne Gibbs.

Russell Knox is back on the job after a long illness.

Harold Kent and wife are enjoying a vacation in New York.

Disbts. No. 1, under the guidance of Herman Radloff, seems to have hit their old form, winning their last two starts easily. If they can keep up the good work, they'll finish on top.

The leading slugger for Disbts. No. 2 is Eddie Maloney, of "Wildcat" fame. Eddie is now socking them at the amazing average of .089.

There are fishermen and there are those who play hide-and-seek around Lake Merritt trying to catch ducks with a handful of salt.

The next big event that we hope to see our fellow workers attend is the S. P. Club day at Mirabel Park on June 9. We'll be seeing you.

Has anybody ever seen a rattlesnake? If not, see our big game hunter, Walter Waker. He will furnish any specimen desired.

Miss G. M. Deasy went riding in a rumble seat one Sunday and came back with a bad case of poison oak. Our advice to you, Gen, is, stay out of rumble seats.

Ask Joe Cowen about his latest operation. It is a hum-dinger.

Miscellaneous Accounts

That most popular of gentlemen, Dan Cupid, has been making his appearance in this office again, and, as a result, we have two young ladies who are wearing beautiful diamond engagement rings. One of them is Miss Eileen Irthum, of bills collectible bureau, and the other Miss Gladys Greves of general accounts bureau.

Among those who have been away on vacation are: Azileen Craddock, Bernice Gutschow, Edythe Hahn, and Eileen Maitland. Noah Olsen spent his in playing ball, and Jimmy Madden reports a delightful week spent at Los Angeles and Long Beach. Mary Brown returned to this city with a wonderful sun-tan complexion, which she acquired during her two weeks spent at El Paso, Texas. Wilna Schottman and Gladys Murphy spent their vacation together in Seattle, going and returning via Pacific Steamship Company boat. They report a wonderful trip. The presence of a well-known scenario writer from Hollywood added an atmosphere very hard to duplicate.

E. V. Randol attended the freight claim conference at Washington, D. C.

Mrs. Edessa Stokes has left the service to make her home in Santa Barbara.

Miss Ann Schroder has transferred to the dining car, hotel and restaurant department, and William Butow to the Coast Division.

Miss Mabel Smith is vacationing at Miami, Florida, and Havana, Cuba.

Don Smith, of dining car and hotel accounts bureau, has left the service. He had been with us only a short time, but during that time managed to make himself so

pleasant and serviceable that he is going to be greatly missed. Mr. Foulks, bureau chief clerk, in behalf of the employes of the bureau, presented Don with a very nifty shaving outfit and all the accessories. Don has taken a job with the P. F. E. in the Imperial Valley during the summer months and will return to the University of California, where he has already completed two years.

C. H. Benson, L. B. Sayers, J. M. Bridge, R. Childress and G. E. Hamilton have been transferred to this department from the Northwestern Pacific, and J. J. Carroll from the Golden Gate Ferries.

J. J. Keith announces that all of his spring plowing has been completed, and, from the looks of things, he will have a big fig crop this year.

Miss Ethel Worthington is spending her vacation in the southern part of the state again. This she has done for the last five years. May we ask, "Is it her Boy Friend now?"

P. E. Talo, G. W. Yost and D. T. Jacoby spent May 4 in fishing for rainbow trout at Howell's on the Feather River. They were very successful, each of them catching the limit. However, they did not bring any pictures to prove their story.

L. B. Sayers is the proud father of a seven-pound baby girl.

The latest bulletin from H. C. Carrasco, assistant chief clerk, property bureau, now enjoying a trip abroad, states that he hopes to have an audience with Mussolini and the Pope.

It has been observed that W. C. Gebhart has been taking advantage of the large scale owned by the market across the street, on which they weigh such things as potatoes, onions, meat, etc. What we are trying to ascertain is: Is "Geb" afraid to trust the penny scales, or is he Scotch?

We wish to express our deepest sympathy to O. C. Mitchell in the loss of his mother, and also to Miss Florence Pries, whose brother passed away.

Will someone please tell Don Tilson where the Steamer Commissary docks?

Auditor's Office

Uno Nordeen and Ed Hannan are back after several months' absence, during which time they were detailed in checking up the stage lines in and around Portland. The boys say the weather was beautiful—for ducks.

Harry Schwab has been sick at home with an attack of scarlet fever.

The indoor team has been having some tough battles. So far they have won three out of four games and are out to win all the rest. On April 24 they beat Executive by a score of 1 to 0 in a record-breaking game, the game lasting only 28 mintes. The lone tally was scored in the fifth inning, when Wickman stole home on an overthrow at third. On May 4 they took in Freight Claim by a score of 9 to 6. Mortensen pitched a beautiful game, striking out five of the opponents. Freddie Ahlf clouting out a three-bagger helped cinch matters. May 14 was not so good. The A. F. A. No. 1 team won by a score of 7 to 6. They scored six runs in the first, which kinda took the heart out of the boys, but we pretty nearly turned the tables on them in the last half of the seventh, when a rally was started but fell short by one run. Bob Lattin started the rally by clouting out a nice four-bagger. The leading sluggers on the team are Ahlf and Wickman, both holding an average of .500. Our heavy-hitting "Swede" Nelson has thus far failed to live up to his reputation.

"Gene" Kelty and Walter Sheffield have gone in for cosmetic truck farming. Little spinach sprouts can be seen budding on their upper lips.

Fuel Bureau

Paul R. Conner, otherwise known as Papa Conners, is having great difficulty keeping buttons on his vest since the advent of "Sonnyboy" Conners. Papa says he doesn't know what his son will do for the next four years, but after that will most likely take Mr. Hoover's job right away from him. Yep, the boys enjoyed a good smoke.

Tony Cilento, on his vacation up North, writes to the office that the fish are sure biting plenty, but so far seem to have an aversion to one particular hook—his. Don't worry, Tony, they can't keep their mouths closed all the time. Here's hoping your hook drops right into the midst of a feminine fish sewing bee.

J. N. Clark and party of fuel savers enjoyed a very successful trip to the Chicago convention. J. H. Tracy did not accompany the party; he had read about Chicago and admits he can't duck so good.

Buster Brown is on the verge of hieing himself up to Roseville to assist the S. P. in shooting those heavy loads over the mountains. At the busy time of the year

Calculator's Desk

Miss Estelle Baumgartel, of the district auditor's office at Sacramento, is shown here at one of the new types of desks especially designed by C. C. Malloy, supervisor of office equipment and methods, to accommodate the electrically operated calculating machines. There is convenient arrangement for making the electric connection. The machine sets on a movable shelf and when not in use it can be dropped down into the desk, converting the desk into a flat top table. The desks are for use in the accounting offices and are being constructed in the Company's cabinet shop at Sacramento.

Mr. Brown becomes a brakeman, and a darn good one, too—we asked him.

Howie Adams is still convalescent at the S. P. Hospital, but expects to be with us again soon.

Jim Larrison and Otto Bruger are winning a lot of games this year. They are going under the name of the Engineers. There are seven other men playing on the engineer team also, but, of course, that is only incidental.

Baseball season is here, spring is here, and, of course, the grandmas are beginning to get sick. Ye scribe has one who is a cinch to die the first nice, sunny day Dutch Reuther pitches.

Theodore Ralston bought a diamond ring and then turned right around and gave it away. The Bachelor Club extends their sincerest sympathy.

One of our well-known poker sharks held four kings against a straight flush one blimey eve and henceforth until pay day didn't seem very hungry around lunch time.

Station F-u-e-l-B-u-r-e-a-u signing off.

Passenger Traffic Department

Congratulations will be in order for Louie "Moose" Mussano, who, on June 9, will take that fatal plunge into the great game of matrimony.

H. M. Shreve is still one up on the boys in the passenger traffic department with his two bouncing babies.

Messrs. Quinn, Loubert, Peterson, Grady, Sutliff and Mogler made the scenic Redwood Detour to Cresent City over the week-end of May 11. They report a wonderful trip.

Will the gentlemen who traveled South with Bill Quinn's "Monk" kindly see Norman Robotham?

The passenger department was well represented at the meeting of Southern Pacific employes and their friends on the subject of the G. N.-W. P. extension held in the Scottish Rite Temple May 21.

F. B. W. Johnston, the demon billiard player, easily won the Southern Pacific Club billiard tournament with a perfect score.

Freight Claims

We have organized a golf club in the freight claim and freight prot. offices, and have at present 18 members to start on. Initiation fees, 25c and 10c month dues. Plans are to hold a tournament every three months. The first one started May 11 and is for a 54-hole tournament. G. Montom is the club's president; R. Piercy, vice president; A. Goynor, secretary; handicapper, F. A. Kiehne,—and what a break you get. Any other outfit that would like a team match from 1 to 18 players, see Mr. Goynor.

J. E. Joyce is off on a vacation, visiting friends in South San Francisco, Bernal Heights and points south. . . Max Scheutlig just returned from Juarez, Mex., where he visited friends in El Paso, Texas. The bridge is open.

John Fishel, Jr., is lining up his bowlers in an effort to repeat for a win this year. John wants a good anchor man.

If you want to see a ball player who can catch a ball, watch the runner, dodge both and protect himself, and do it good, then don't look at Chas. Brandt; he is only a past master.

The way some of these girls are cleaning the fellows in picking winners in the Coast League is a shame. Ask Carhart and Crutcher.

Cheneweth has been seen practicing at the golf course at the beach. Thinks he is a winner in the tournament.

Dan Ryan is spending his vacation on the Riveria. You guess which river.

We have a pretty fair artist in our midst. Some day you may see some of his work. At present his name is Brandt, but we cannot get him to give us a cartoon, as yet.

G. Julius Petersen, ranked as one of the best indoor baseball pitchers, has been made a favorite to copy the medal in the golf play. R. Kopke is runner-up at 1000 to 1 he don't win.

F. A. Kiehne is down in Texas, on the sweet-running San Soba, catching fish galore. Big celebration in the home town—the favorite son home from the big city. They still have the old-time barbecue there.

Joe Kogler, who played ball with Hans Wagner, says John McGraw knew his stuff when he picked Hans as No. 1 in his best 20 ball players, but says John must have forgotten that he was a star in those days and should be in it. We stood by the records and give Joe place 21. Going on 52, Joe is still as active as he was at 3.

Jim Higgins is all riled up; someone said Harold Lloyd favored him.

Telegraph Department

The boys gave Frank Edwards a pleasant surprise party before his departure for Portland, where he has taken up his new duties of manager of D. W.

Miss Frances McArville gave us all a big surprise by being rushed madly to the hospital one evening and having her appendix removed. She is progressing rapidly.

Miss Eleanor Phillips is cluttering up the office mail box with picture post cards of views of San Diego. Yes, Skinney has the wanderlust again.

"Tony Trudy" Adamins and "Sharkey" Peterson have tried out for the Fanchon-Marco dance review and expect to appear at Dreamland "Wink" in the near future.

We are happy to see Patsy Dowd on the job again. Patsy was seriously ill and away several months.

Mrs. Helen Robertson entertained the members of the M. W. & M. W. Club at her home in Oakland. Helen was formerly Miss Buttle and one of the gang in B. D.

The M. W. members are wearing their new pins. They have all mastered the safety clasp on them except "Tony," who misses her train every morning.

There's a job for a good detective in B. D. With Emmet looking for bargains, Walter numbers, James messages, Cull more time, Lamphere papers, George Kenyon spots, Pat leisure, and McNaught views, well, we're all upset and bothered.

Main topic of the day in B. D.: "What's your average?"

Auditor of Passenger Accounts

The office force will be glad to hear that O. F. Giffin, auditor of passenger accounts, who has been confined to the S. P. Hospital for the past two months, where he underwent a serious operation, has now almost fully recovered and has been able to return to his home.

C. J. Bowes has returned to his former position as chief clerk trans-bay conductors bureau at Oakland Pier. He has been on a leave of absence for about sixteen months and under doctor's care. A. D. Horswill, who has been acting chief clerk during that time, will come over to the general office, where he has been appointed assistant chief clerk, miscellaneous bureau.

They say Dan Cupid never rests, and this saying is being truly confirmed around the office these days. One by one, our girls are being led to the altar. On Easter Sunday, winsome Halliet Mulqueen became the bride of Edward Michelsen at St. Edwards Church and is now residing in Burlingame. On April 16 the nuptial knot was tied for Miss Gladys Burt and Glenn D. Rhodes at a very pretty ceremony at the home of the bride's mother. They intend to reside in Berkeley.

On May 5 Miss Cora Gaspardone, formerly

of the office, was married to Louis J. Ravizza at St. Brigid's Church. Her attendants were Audrey Diamond, of passenger accounts office, and Olga Gavello of freight accounts office. The bridegroom was accompanied to the altar by his two brothers. Several of Miss Gaspardone's friends from the conductors bureau attended the ceremony. The honeymoon was spent at the Yosemite Valley.

The recent shifting of the Northwestern Pacific Railroad Company employes to the accounting department has given us the pleasure of welcoming E. R. Norwood back into the fold. He is now located in the home interline bureau, the same bureau that he worked in when the general offices were located in the Flood Building. Norwood was transferred to the N. W. P. in August, 1916.

A couple of our senior division men recently left the service to accept positions elsewhere. A. B. Hagaman is going to enter the accounting field, we understand, while Gilbert E. Fisher entered the employ of the Dollar Steamship Company. Fisher was presented with a handsome wrist watch by his fellow workers before leaving.

N. J. Picone, one of our S. P. Club representatives and an expert statistician, spent a very enjoyable vacation at San Diego and El Centro. He only took one week of his vacation and intends to take the other week in October, when he goes to Port Townsend. As this is the third or fourth time in as many years that Joe has spent a vacation at Port Townsend, the natural assumption is that there is a strong attraction there.

Miss Genevieve Haslam has been transferred to the trans-bay bureau. We certainly miss Gen and her genial smile.

Miss Bessie Healy and Mrs. Mary Minihan are going to spend their vacation in Alaska. As Miss Healy had been collecting folders, guides and other data on Alaska for the last two months or so, we assume no points of interest will be overlooked on the trip.

During the past month or so the girls have been favored with visits from some of their former associates, among them being Mrs. Erla Philbrick with her two-months'-old daughter, and Mrs. Frank Callan, formerly Miss Mary Harris.

C. Hale recently made a trip to Dallas, Texas, giving out the information he was going to meet some friends from the East and accompany them to Los Angeles. But the news has just leaked out that Hale, who has been a widower for the past year, got married at Dallas and the honeymoon was spent at Los Angeles.

James Gannon recently obtained a two-months' leave of absence and is off on an extended trip to his old home in Ireland. Before leaving, Jim was presented with a beautiful scarf and a box of cigars. Tom Mullen gave Gannon a letter of introduction to his folks in Scotland and Gannon intends to go there if he has the time.

We know that bathing and dancing are some of the strong attractions at Santa Cruz, but we wonder if they are the only attractions that make Victoria Irvine want to spend all her week-ends and holidays at this popular pleasure resort.

George Trabert recently went to Arizona. George does not wear a hat, and what the sun did to him in Arizona was plenty.

Bill Miback has been receiving congratulations lately, as Mrs. Miback (formerly Phyllis Redmond) recently presented him with a fine eight-pound daughter, Patricia. Wonder if "Bill" remembered his old friends Jack Brennan and J. B. McCutcheon when passing around the cigars?

Friends of Henry Welcer and Frank Ferguson will be glad to learn that the latter two, who have been located at Guadalajara, Mexico, have not been molested during the recent revolution in that country and expect to visit the office this coming summer.

Car Record Office

We are glad to hear that our little friend, Ruth Brossard, is progressing slowly but favorably at her new abode in Marin County. She wishes to be remembered to all at the office. It would be nice if some of you would also remember her by paying her a visit.

The indoor baseball team has won two and lost one, their loss coming on a protested game with miscellaneous accounts. The game was won in the back lot, 5 to 4, but was lost 3 to 2 after the board of arbitration was finished.

Fred Ashley, clerk on the mail desk, resigned to accept employment with the Dollar Steamship Line. He expected to "ship out" soon on one of the liners making a world cruise.

Marvin Harvey of our office leads a group of musicians known as the Paramount Orchestra. Mr. Harvey is a well-known East-bay flute player.

Recent vacationists were: June Fulton and Helen Ludlow, Los Angeles; Bessie Wilmeth, Portland; Dorothy Turnbull, Russian River; B. H. Bower, El Paso; Elsie Egnel, Florence Wagner, L. H. Halling, W. H. Whittle, F. T. James and S. M. Key remained at home, interspersing the time with short recreational trips.

Freight Accounts

Well, folks, the A. F. A. indoor baseball team No. 1 is out to "bring home the bacon." They now top the league with three victories and no defeats. The good management of "Antonio Paul" Banchero and the clever pitching of Joe Bolla has been partly responsible for the victories.

Is it possible that??—"Show" Condie struck out four times in one game? . . . "Theodore Cornelius Sutter" has stopped smoking butts? . . . "Eddie" Hurley bought a razor at last? . . . "Red" Klemmick has quit going to free feeds? . . . Anybody can beat Jim Meehan over to the restaurant at noon time? . . . "Joe" Bolla can leave the girls alone for one week?

The tracing bureau was beaten by the tabulating bureau by a score of 3 to 2. The phenomenal playing of Duckel and Laconde, together with the good umpiring of Bolla and Gohl, were the features of the game.

Jack Roberts says that "Ted" Sutter is still hitting 133 and "Eddie" Hurley is fielding 200.

Hanna Deeley is going to bring "Slim" Lauren and Bill Gohl a box of chocolates for being so kind and helpful to her.

The tracing bureau boys took a hike to Tamalpais. The features of the hike were the dancing of LaConde and his friend George, the smart card playing of Silveria and Picinich (ask Bobby who lost). "Noodles" Klemmicks tumbling act on the boat. "Walt" Randall rendered a piano solo, followed by a few voice seections by the gang, after which they left the Tavern by request. John McCarthy is still limping.

The girls of the A. F. A. are in the back lot now playing ball. Keep up the good work and we will have a ball team.

After listening to the profits made by several of the prominent interline clerks in the stock market recently, Charlie Kelly has at last become interested to the extent that he knows a Bull from a Bear. Chas. has been heard mumbling the last few days, "The boys were right; I should have bought Fokker."

A. F. A. No. 1 team had secret skull practice before their game with the auditors. Skipper Banchero must have told them how to score runs without base hits, as they certainly took advantage of the auditors' miscues to defeat them in a close game by the score of 7 to 6.

Miss Agnes E. Krimphoff of the typing bureau is wearing a very pretty diamond engagement ring. Guess this item is a bit late, as Miss K. is so popular on the floor, the news traveled faster than "Radio Time."

Ted Sutter, the hard-hitting right fielder of A. F. A. No. 2, has yet to break into the base-hit column. We figure this weakness only temporary. It is stated, and we believe it to be the truth, that Ted is on the last chapter of "The Life of Babe Ruth." When this mental strain is passed, the boy will come into his own and again make the pitchers tremble as he approaches the plate.

The friends of our column editor, William Gohl, are trying to diagnose his recent illness which confined him to the S. P. Hospital until one day before his scheduled vacation. His rapid recovery in so short a notice is nothing short of a miracle. One young lady attributes the cause to "Necking," another says it comes from saying "Yes" to everyone when he means "No."

S. P. EMPLOYES ARE INVITED TO ATTEND N. W. P. PICNIC

All Southern Pacific employes and their families in the Bay district have been invited by the Northwestern Pacific to attend their annual employes' picnic at Fairfax Park, Marin County, June 30.

A program of sports will be given, open to all attendants, and prizes will be awarded. There will be dancing from 1:00 to 6:00 p. m. Persons attending the picnic should take the Northwestern Pacific boats to Sausalito and from that point train to Fairfax. Admission to the park is 50c.

Golfers of the Pacific Fruit Express at San Francisco who played a recent match with a team from the Southern Pacific general offices. Seated, left to right: J. R. Jurus, G. W. Mountford, H. C. Hornung. Back row: R. L. Magill, W. B. Thatcher, G. R. McIntosh, L. E. Cartmill, C. A. Richardson, C. H. Weston

DUNPHY AND TYLER WIN TITLES IN SACRAMENTO GOLF TOURNEY

On May 19 Southern Pacific golfers at Sacramento played the qualifying round for the Southern Pacific championship at that point. The match play for the title commenced during the following week. Other tournaments are being planned by the group of Sacramento golfers.

E. J. Dunphy won the low net honors with 92-23-69, while Tyler Crowell won the low gross with an 83.

The scores of the qualifying playing were as follows:

	G.	H.	N.
Tyler Crowell	83	8	75
R. McDonald	86	12	74
C. Kinnamon	88	16	72
F. E. Scott	89	17	72
C. E. Spear	91	15	76
E. J. Dunphy	92	23	69
W. H. Pugh	94	12	82
M. C. Hemenway	95	16	79
L. Addeson	95	16	79
Pitman	95	20	75
F. B. Gillett	97	26	71
C. P. Cusick, Jr.	98	25	73
E. W. Peterson	98	21	77
B. W. Valentine	98	23	75
F. E. Holmes	99	27	72
L. Fingland	100	19	81
H. L. Baxter	100	27	73
E. Rossi	101	27	74
Peterson	103	22	81
W. B. Butler	104	25	79
A. P. Hinds	104	26	78
F. Valentine	104	29	75
C. F. Ravellete	107	27	80
W. P. Hargrave	108	27	81
W. N. Langsdon	110	29	81
W. F. Turner	110	28	82
William Van Deeven.....	111	29	82
R. Kimble	113	33	80
G. W. MacMurphy	113	30	83
L. A. Phillips	113	29	84
A. L. Kiefer	114	29	85
M. R. Mento	114	27	87
E. Peek	114	27	87
C. E. Knoff	116	28	88
W. L. Hack	119	29	90
John Lathrop	119	35	84
S. A. Marion	134	35	99
S. D. Blackburn	137	35	102

LOS ANGELES HARBOR DISTRICT ROADMASTER DIES SUDDENLY

Friends of Barney Thistle, roadmaster in the Los Angeles harbor district for the past four years, were shocked to learn of his sudden death May 22. He suffered injuries in an automobile accident on April 8 and had not been on duty since that time.

Two days after a visit to the superintendent's office, Mr. Thistle took a trip to Santa Ana, and, on the way home, was suddenly taken ill. He was removed to the Santa Ana hospital, where he died.

Bernard Olion Thistle was born in Norway, September 28, 1872, and was brought to this country by his parents shortly after his birth. He entered Southern Pacific service at Sacremento in September, 1897, where he remained until he was transferred to the Salt Lake Division in 1923. April 1, 1925, he went to the Los Angeles Division to take charge of the track work in the harbor district, which position he held until the time of his death.

His only surviving relative is his wife, Mrs. Emma S. Thistle.

Sacramento Shops

Mark W. Cram — Supv. of Apprentices

Frank Cushman, of the Federal Vocational Education Department, held a one-day foremanship conference with the department heads May 17.

The Shop Crafts Association held its annual outing at Neptune Beach on May 26. A detailed account will be in next month's Bulletin.

The Apprentice Club held its May meeting at an Italian dinner at Julius' Cafe. R. B. Carlton, chief clerk, spoke on the S. P.-Great Northern case, and his talk was received with great interest. W. G. Tawse, of the Superheater Company, spoke on the development of the superheater, and J. Nardelli furnished the musical entertainment. The boys all reported an enjoyable time.

Tom Plummer, who tosses molten metal about in the iron foundry, and baseballs as a side-line, was married in Reno on May 21 to Miss Mildred Fawcett, of Sacramento. The rest of the foundry employes extend their heartiest good wishes to Tom and his bride.

The iron foundry baseball team met the steel foundry at the 15th and C. St. diamond on Sunday, April 28. The steel foundry won by the score of 14 to 13. The feature of the game was the umpiring of Joe Simmons, which nearly caused the game to break up in a riot. Joe means well, but it is said, after some of his decisions, he was lucky to escape with his life.

The shops are developing some real golfers, and a good representation have registered for the annual tournament, which is to be held this month. A fine list of prizes have been offered for the boys to shoot at, and a successful tournament is predicted.

Frank Hickey, department foreman of the boiler shop, has gone to Philadelphia to the Baldwin locomotive works to inspect the new engines that are being built there for the S. P. Co.

All the shop boys will be interested in hearing that Bruce Shaw, one of our graduate special apprentices, who went to Ogden on January 1 as drop pit foreman, has been promoted to roundhouse foreman at Mina, Nevada. Keep up the good work, Bruce.

John Geiger, popular foreman of the foundries, is back on the job after an illness of over a month.

The iron foundry baseball team has a perfect record so far this year—six games played and six defeats. They still have hopes of breaking in the win column. With Joe Simmons as umpire, they should win once in a while.

The S. P. Club has organized a ten-team baseball league, consisting of teams from the various branches of the S. P. employes at Sacramento. The recreation department of the city of Sacramento is cooperating with the club to promote the movement.

The S. P. Club has over 1200 members now, and before the year is gone it is expected this will increase to 2000.

Tom Pugh and M. R. Mento, of the pattern department, have left the ranks of the bachelors and were both married during the month of April.

A new name has appeared on the stenographer list in the drawing room. Arthur Howland recently announced the birth of a fine baby girl. Arthur says so far he has lost very little sleep and that he will not need the pair of slippers his friends offered to provide for him.

The drawing room's chief blueprinter, E. C. Rossi, has taken out a membership in the Celtic Athletic Club for the sole purpose of learning to use his "dukes." Elwood informs us he intends to participate in all amateur bouts in the future. So if Elwood reports for work with a few black eyes occasionally don't jump at the conclusion that he spoke out of turn, or anything like that.

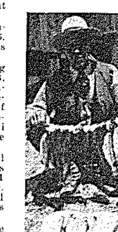
Heard in the drawing room—any time during working hours:

R.P.C.—"Oh! I'm snowed under."
B.T.B.—"She's my queen of the washing machine."
D.L.J—"Pictures, pictures, pictures!"
C.C.L.—"You're still young."
A.C.H.—"Efficiency" or "Correct Drawings."
M.C.Y.—"Didju hear this one?"
D.J.H.—"Russel."
E.P.J.—"I'll get my gun."
D.E.S.—"Don't be silly."
T.N.—"You should've seen over on 3rd St., etc., etc."
G.H.S.—"How's the garden?"
E.C.R.—"Rush! That's all you fellows holler."
J.N.—"In the Navy, etc., etc."

Los Angeles Shops

Bert Ream — Roundhouse

It has been some time since this writer has contributed his usual column, but will endeavor to bring things up to date and hereafter try to keep them that way. Two months' vacation in the cold East was responsible for part of it.



Bill's fine catch

One of my tenderfoots succeeded in swiping the snapshot shown here of General Boilermaker Foreman W. D. Zeitz. Bill went trout fishing in the San Bernardino Mountains on the opening day of the season. But from what the writer can learn he picked out a rather poor spot. The fish just weren't there. There was a private club nearby. It is reported that Bill looked around and didn't see anyone looking, so he just slipped in, made the catch as you see here. Then he dashed madly back to his own quarters, thinking no one saw the move, and exhibited his catch. It certainly is a good thing a game warden wasn't around. Anyone can see that several of the trout were below the limit.

Recent arrivals in the families of men in this department have all been girls. No future engineers have been reported as of late. Engineers S. L. Howard, C. Merlo and W. S. Royal are the proud fathers of baby girls who arrived the past few months.

New gas buggies in our gang include a new Hudson sedan purchased by Engineer E. W. Nisbet, a Reo Flying Cloud sedan by Engineer W. E. Carney, and a Chevrolet sport coupe by Fireman R. D. Smith. Crew Dispatcher C. M. Thorne acquired a baby Lincoln tudor sedan.

Fireman S. Whitlock recently completed a new home in Emery Park.

Assistant Crew Dispatcher Al Denterlein is destined to be one of our future successful birdmen. Al is taking an aviation course at the Metropolitan Field in this city under the supervision of Lt. Williams former U. S. army aviator. He is getting along very well. He already has many hours in the air to his credit.

Engineer E. B. Beers is planning a two-months' vacation commencing some time in July or August, to Alaska. Engineer W. E. Lash and wife are contemplating a two-months' trip to Yellowstone National Park and Canada.

Engineer E. J. Beese recently announced the purchase of a new bungalow near the seashore just above Santa Monica. We will have to pay him a visit when it gets a little warmer.

Deepest sympathy is extended to Mrs. F. L. Gilbreath, in the loss of her husband, Engineer Frank L. Gilbreath, who passed away during April.

SIGNALMAN JOHNSON RECOVERING FROM SERIOUS INJURY

Chesley M. Johnson, leading signalman on one of the signal gangs of San Joaquin Division, who suffered a serious skull concussion May 7, is recovering remarkably fast at the General Hospital in San Francisco. Johnson was directing the stringing of wires across the highway near the station at Bakersfield. An automobile struck one of the wires, tripping Johnson and throwing him against the machine. His head struck the hub cap of the machine and he was dragged several feet in the tangle of wires before the automobile could be brought to a stop. He was unconscious for five days in the hospital at Bakersfield before being brought to San Francisco.

CLUB BASEBALL TEAM SECOND IN SAN FRANCISCO LEAGUE

With a record of 4 games won and 2 lost, the Southern Pacific Club's baseball team is in second place in the San Francisco Industrial Athletic Association's baseball tournament.

The team lost a close game to the Trans-America Company by a 6-5 score, and was defeated by the California Packing Company by a score of 9-6. The team made it four victories by defeating the Northwestern National Company by a 9-3 score.

Western Division

Robt. Rooney — Supt's Off. — Oakland

Our congratulations are extended to Ticket Clerk Bob Bryant at Oakland Pier over the arrival in the Bryant household of a fine baby girl.

Our old friend and former co-worker, Harold Forbes, has returned to the fold and taken up the burden of requisition clerk at the pier. Not much change in the old boy save that he is now sporting a rather snappy soup-strainer on his upper lip. Welcome, Harold.

Timekeeper Lloyd Kent has departed on a three-months' leave of absence, and the motive power desk is now being held down by Johnny Mullen.

We were pleased to note in a recent edition of one of the San Francisco daily papers that the Southern Pacific trapshooting squad rolled up a very creditable score at the Golden Gate Gun Club's shoot at the West Alameda traps during April. The team, which is composed entirely of S. P. employes, is captained by Stationmaster W. J. Hanna of the San Francisco ferry station and we are looking for some fine marks from these boys in future shoots.

We are sorry to hear that Train Dispatcher Bert Twaddle is confined in the General Hospital by illness, and trust that he will enjoy a speedy recovery.

Harry Reite, our big dirt farmer from the environs of San Leandro and way stations, reports that everything is lovely "down on the farm," and that the recent arrival of a number of baby ducks and chicks has done a lot towards encouraging him to continue the habit of arising at 4:30 A. M.

Arvid Larson has transferred his allegiance to the signal shop for the summer months.

Recently the silver-haired manager of the Oakland pier mail handlers crack baseball squad, William Elroy Springer, celebrated the annual victory of his boys over the San Francisco ferry nine, with a banquet to his three-time winners of the East Bay Industrial League championship. Bill belongs to the old school of managers, and is an ard nt exponent of the system made famous by John McGraw of the Giants, and points with pride to the enviable record hung up by his boys and never fails to seize an opportunity to inform the world of the achievements of the team and of his own prowess as a manager.

Pipefitter Arthur Diserio of the car department is now the proud possessor of a brand new "Baby Lincoln."

This month's best short story: George "Jerry" Garoutte, who took up golf under the tutelage of Al Espinosa a few years ago, tells of a drive he got off from the 7th tee at the Alameda golf links. The hole is a 315-yard par four with a water hazard in the shape of a creek crossing the fairway thirty yards short of the green. Jerry's drive carried the far side of the creek, a distance of 285 yards, and rolled the remaining distance to the green—total distance—carry and roll—315 yards. Believe it or not.

We wish to express our sympathy to the family of John Sestock, brakeman, who met his death on May 19 in an accident at Livermore.

Walter Lewis, for the past few years assistant passman inspector foreman in the car department, has been appointed to the position of passenger inspector foreman, vice R. Cremer, deceased.

Mrs. Carrie Davis and Mrs. O. Sanders of the supertintendent's staff are at present enjoying their annual "two."

Our own "Mountain Water Willie" Williamson, the Beau Brummel of the pier, has departed on his annual vacation—destination a secret. Bill refused to divulge his plans to even his most intimate friends, and we are fearful that our famous sheik has been captured at last. The old boy has taken on a very serious and subdued attitude of late, and, if this be any criterion, it would appear that the usual collection is now in order. How about it, Bill?

Another "Believe it or not" item: Edward Francis Smith, sometime known as the "Odd Kid," has purchased a cigar lighter.

Ray Forsland, secretary to Mr. Blake, chief dispatcher, is in the General Hospital. Hurry up and get well, Ray.

Familiar sounds in familiar places: Jerry Garoutte leaving the office, rose in his coat, etc. Chorus of his fellow workers—"Tallyho."

The many friends of C. F. "Buzz" Meeker, well known S. P. employe of Dunsmuir, will be pleased to know that he has entirely recovered from his recent illness and that he was warmly received by his associates upon his return to duty.

Signal Department

That was SOME ball game the other day—signal department vs. Ruud heaters of San Francisco, decided in favor of the signal department 11 to 8. Our pitcher, Roy Norwood, sure had the goods on them. Say, Jerry, what's the matter—dogs too heavy, or just lazy? The boys would like to know why you don't practice and play after all the "yowling" you did.

Jimmie Clothier, of the "Sewer Rats," tried catching the ball with his eye and the result was a beautiful "shiner." Try the glove next time, Jimmie.

For the information of "Chap," will someone please say who IS this "File Critic"?

"Shorty" Wells, who is the proud possessor of a new Chevrolet, was telling a group of admirers about its mechanical perfections and one of them asked, "but how is its pick-up"? "Shorty" said, "fine; I picked up four in the first block yesterday."

Too bad, "Strom," you are having such a time with that diamond ring. Why not consult someone about a course in "IT"?

Since our good friend Jo-Jo has left the signal shop for the town gang everything is serene in the corner he vacated.

And now we understand Bill Quinn is shipping his wife East!

We really wonder what takes Al Bowcock to Davis so often. How about it, Al?

We are glad to report that both Ted Williams and George Warner have sufficiently recovered from their illness to leave the hospital. Ted expects to be back with us in a few days, but George is going to visit down around Fresno for a while.

Stationery Store

Mr. Bannister and Teddy Hynes have returned from a hunting expedition in the wilds of Sonoma County. The gentlemen tell a tale of how they captured what they thought were turtles that swam from the Amazon to the shores of Petaluma Slough. Mr. Guerra, our mighty little warrior and authority on wild animals from that district, said they were extra large clams. This was his first mistake, as the evidence was produced and Mr. Gardiner brought down his book on wild animals and it was discovered that these beasts were nothing more than abalones.

Mr. Bannister claims to know the various species of fish in the sea, but does not seem to know the difference between animals of the forest and the ferocious shell fish on the beaches.

"AL" DAVIS PASSES CIGARS

Last pay day was also "cigar day" for the boys in the Los Angeles city freight office. "Al" Davis, general city freight agent, gave the boys the customary treat in celebration of his becoming the father of a fine baby daughter on May 6.

A lady with seven children boarded a train.

When the conductor came through the car he looked at them and said to the lady, "Are these children all yours, or is it a picnic?"

She replied, "They are all mine, and it's no picnic, either."—Ex.

The following engineers and firemen were awarded proficiency certificates for having attained the highest honors in fuel conservation during the month of March, 1929:

WESTERN DIVISION

Engineers	Firemen
A. R. O'Keefe	E. S. Flaherty
H. Scott	D. V. Kreigh
C. R. Kimic	L. J. Clark
W. J. Sewell	C. W. Deskin
F. A. Lemery	K. G. McKinney
W. W. White	R. E. Gottung
R. H. Ede	F. E. O'Brien
P. D. Hunter	J. J. Leavey
L. T. Wallace	E. H. Noffsinger
W. Kopka	S. L. Ertle

SACRAMENTO DIVISION

Engineers	Firemen
C. A. Mark	H. F. Clayton
F. Wolf	F. H. Herberger
L. W. Harmon	H. C. Bell
F. S. Hickman	M. Johnson
E. S. Dewey	T. L. Sapunor
W. W. Tassie	C. D. Hite
M. Hurley	J. M. O'Toole
A. E. Brown	M. R. Gleeson
G. E. Coyan	E. Henderson
G. F. Gray	R. C. Shuler

SALT LAKE DIVISION

Engineers	Firemen
L. H. Davis	J. C. Preston
J. C. Le Broke	H. H. Ferguson
J. W. Gilpin	J. V. Kelly
A. C. Everett	A. J. Boast
J. Galvin	J. J. Askey
E. F. Hecox	J. M. Herstine
F. W. Baker	L. F. Cunningham
H. Astill	G. D. Smith
C. J. Wolfe	H. E. Wagner
H. S. Allen	C. R. Lague
G. W. Culver	C. A. Knudson
E. T. Shreeve	W. H. Matthias
T. Sowerby	A. Reid
E. P. Nelson	E. Spencer
W. S. Jones	F. B. Chase
R. L. Bothwell	W. Cunningham
A. R. Morsehead	W. Bedford
N. Gudmundson	J. D. Maher
G. A. Lashus	F. B. Swartz
E. A. Highfield	E. R. Minola

SHASTA DIVISION

Engineers	Firemen
H. F. Moelk	W. E. Allen
J. E. Du Bose	L. P. Todd
H. J. Hunsaker	H. R. Brower
F. E. Shimmin	E. J. Martin
E. Selby	A. S. Clawson
J. W. Thornton	J. J. Robinson
U. G. Taylor	C. J. Summers
C. E. Shippey	L. C. Reynolds
W. B. Van Horn	C. W. Hale
J. J. Kelly	J. E. Peterson

PORTLAND DIVISION

Engineers	Firemen
W. A. Anderson	H. H. Darrah
V. C. Bartlett	S. J. Dougherty
O. Burgoyne	C. E. Erickson
R. T. Driskill	B. Hughes
G. Edlund	R. E. Kral
A. C. Goettsche	W. W. Miller
O. O. Jennings	C. R. Oakes
W. J. Long	C. E. Smith
F. L. McGrew	J. R. Sweeney
S. R. Willis	H. M. Wheeler

STOCKTON DIVISION

Engineers	Firemen
A. P. Gerow	H. Schmidt
S. E. Hickson	E. L. Cooper
R. H. Alberg	H. O. Myers
F. S. Gregory	J. J. Wittner
C. E. Grass	C. A. Misener
T. F. M. Jones	M. E. Lee
J. R. Falvey	J. Lusareta
J. C. Gualco	A. W. Schlittler
R. L. Garrison	H. G. Archibald
F. B. Mitchell	A. R. Turner

COAST DIVISION

Engineers	Firemen
L. F. Christian	R. Leeper
W. M. Lloyd	J. L. Crabbe
A. S. Brown	C. A. Bischoff
T. A. Hischier	L. E. Crain
T. M. Cantwell	A. J. Dempsey
E. D. Lynch	J. J. McKenna
L. A. Everly	W. H. Goettsche
W. Hoogendyk	E. J. Beck
C. C. Benbow	J. J. Falk
A. R. Bullard	E. P. Honnert

SAN JOAQUIN DIVISION

Engineers	Firemen
A. S. Hirst	W. E. Leeper
B. F. Wolfe	M. J. Stinson
C. D. Bigelow	J. Stinson
B. Flanagan	J. T. Crites
I. D. Iler	E. Crumpley
E. H. Seymour	J. J. Callahan
M. A. Shean	L. K. Calhoun
J. H. Tyler	M. B. Tuller
W. R. Whitmore	H. E. Dawe
F. M. Huffman	G. L. Nelson

LOS ANGELES DIVISION

Engineers	Firemen
C. F. Dille	J. F. McKnerney
W. C. Gordon	E. B. Beers
C. C. Rice	T. L. Van Leer
O. H. Verdieck	C. J. Schweitzer
L. Watson	H. Ochoa
W. A. Manning	D. W. Pillsbury
C. L. Ketchum	H. J. West
W. Hall	A. G. Teel
J. Horgan	K. C. Auman
E. L. Loucks	H. O. Tillyer

TUCSON DIVISION

Engineers	Firemen
J. E. O'Brien	F. Dibble
R. L. Anderson	E. C. Scott
J. W. Windram	M. H. Boskovich
H. E. Forquer	R. C. Schultz
R. J. Hall	W. E. Mullins
A. J. Johnson	C. E. Mills
W. B. Trent	B. F. Breedlove
J. Beatty	R. V. Culley
F. Earll	F. Franklin
W. C. Allen	W. T. Hanna

RIO GRANDE DIVISION

Engineers	Firemen
C. E. McMeans	J. R. Manning
P. E. Stickler	B. F. Pontius
C. A. Tilson	O. S. Leggett
F. J. Chapman	P. Anderson
L. L. Kyle	M. R. Flaiz
W. C. Ten Eyck	F. A. Wheeler
D. Ryan	C. W. Littlefield
C. W. Wilcox	L. R. Bair
J. R. Shannon	J. R. Powers
F. Armstrong	R. E. L. Fogel

NEW MEXICO DIVISION

Engineers	Firemen
G. Gunn	T. J. Gorman
A. W. Curtis	J. D. Price
C. L. Hines	E. H. Summers
G. W. Benson	W. S. Norman
J. E. Tompkins	A. J. Scharf
N. S. Bell	W. C. Roman
F. Myers	C. V. Long
R. Gibson	U. F. George
J. B. Perkins	S. H. Bethea
S. A. Barnes	F. M. Dockery

The Trophy Cup offered the divisions of Pacific Lines for the best performances made in fuel economy, has found a "home" in Superintendent E. R. Anthony's office on the Coast Division, after being passed around over various divisions in the last two years. This is the fourth trophy cup offered for competition. Salt Lake Division won it for the 2nd quarter in 1927. Since then it was won by Western Division for two quarters, Los Angeles Division and San Joaquin Division, one quarter each, and now becomes the permanent possession of the Coast Division by virtue of that division winning it for three consecutive quarters. A new trophy cup is now up for award to the division that makes the best fuel saving record during the second quarter of this year. It will be kept in circulation until won three times by one division.

MADMAN ATTACKS SPECIAL AGENT WITH KNIFE ON TRAIN

Attacked with a knife in the hands of a madman, after he had boarded the Apache at Niland, May 5, at the summons of the conductor who noticed the man acting queerly, Allan C. Keene, special agent at Niland, suffered cuts about the face and head which necessitated taking 89 stitches to close the wounds inflicted by the madman.

Keene lost a large quantity of blood from the cuts, and was taken off the train at Indio for medical treatment, where he remained until he was able to return to work May 16.

The man, who could not be identified, was lodged in the Indio jail and later taken to the Patton insane asylum. Keene has been with Southern Pacific as special agent since April, 1927.

When Noah sailed the waters blue
He had his troubles, same as you.
For forty days he drove the Ark
Before he found a place to park.—Ex.

Portland Division

L. W. Johnston Supt's Off. Portland

E. P. Mertz, claim clerk, Park Street, is working hard these days, after putting in some time at the General Hospital at San Francisco.

Walter Harris, general foreman, electrical department, headquarters at Beaverton, is appointed engineer train-lighting-heating ventilation, headquarters West Oakland, vice J. J. Hack, deceased. While we regret very much to have Mr. Harris leave the division, we join in wishing him the best of success in his new undertaking and hope his duties will bring him back on the division often.

George Bach, store deliveryman, Brooklyn store, has been granted a leave of absence and George and his wife plan to take a trip down south to Texas.

We extend our sympathy to the relatives of Bert Stewart, who passed away very suddenly. Mr. Stewart filled the position of stower in the warehouse at Park Street and had been employed by the Southern Pacific Co. since June 2, 1919.

Locomotive Engineer C. G. Younger, Brooklyn, has returned to duty after being confined to his home by illness.

Cecil E. Larsen, first assistant trainmen's timekeeper, Portland, is the proud owner of a new Ford sedan. We may be a little late on this item. However, Cecil has had plenty of time to break her in.

With the aid of the superintendent's office, store and mechanical department employes, the ball field at East 18th and Holgate was scraped, raked and leveled off with a fine degree of accuracy and we are looking forward to some peppy games this season.

Gid Morse, cashier local freight office, Park Street, is back after a lengthy absence, due to severe illness.

A. A. Lowe, general transportation inspector, San Francisco, formerly chief clerk to superintendent Portland Division, was a recent visitor on this division.

Lydia T. Horlacher, stenographer, superintendent's office, Portland, has departed for Philadelphia, where she will visit with relatives. Her trip will include New York and Washington, D. C.

Another in our midst has taken the fatal step. Clayton L. East, yard clerk, Brooklyn, only recently joined the ranks of the Benedicts. We join in wishing them success and happiness.

Betty Stone, secretary to division auditor, is quite an athlete. Every noon she can be found playing catch with some of the ball players, and she will no doubt be given a place on the team.

We are sorry to learn of the passing to the Great Beyond of one of our "Old Timers," R. P. Sibly, who has been on the pension list for some time.

R. P. Reifschneider, supervising accountant, San Francisco and former Portland Division auditor, was a recent visitor on this division.

Our utmost sympathy is extended to Kathryn Taylor, extra stenographer, superintendent's office, Portland, in her recent bereavement in the death of her father.

C. C. "Capt." Harter, supervising accountant, San Francisco, is on the division, making a check of transportation and M. P. & C. accounts.

Dorothy Williams, assistant bill and invoice clerk, Brooklyn store, will be married soon to Jack Sharkey. No relation to the prizefighter by that name. We all wish them the best of luck.

E. L. Baker, O. S. & D. clerk, Portland Park Street, is at the Good Samaritan Hospital, where he is convalescing from an operation. He is getting along nicely and hopes to be on duty in a couple of weeks.

Auto ferry service across San Francisco Bay was given some good advertising throughout the Southwest recently when O. Kirkpatrick, supervising accountant, made an automobile trip over the territory between Los Angeles and El Paso with one of the Company's Auto Ferry tire covers adorning the rear of his machine.

Our sympathies are extended to F. E. Cavender, master car repairer, Brooklyn, in the loss of his brother, C. R. Cavender, former car inspector at Roseburg.

E. E. Dougherty, brakeman, working out of Eugene, has been granted a leave of absence account illness.

Roy Williams, locomotive fireman, has returned to duty after being away on a leave of absence due to sickness.

E. J. Armbruster, overcharge clerk, Park Street, is back on duty again after a short absence on account of illness.

Ray Stein states he is fully convinced that the new Chevrolet sedans are not equipped with non-breakable glass in the doors. We suppose Ralph Mapes retained the baseball as a souvenir.

A. A. Mangold, electrical supervisor, Beaverton shops, has been transferred to A. H. Babcock's office in San Francisco.

The station timekeeper walked into the office the other day with some of the new Forms 8828-C under each arm, and, from the end of the room, it appeared that he was all wrapped up in his work.

We are glad to see B. A. McCall, fireman, is able to be back with us again after having been ill.

Friends of Pete Moore, formerly employed at Park Street warehouse, will be shocked to learn of his death, which was quite sudden, caused by a ruptured appendix.

S. W. Richardson, cost analysis clerk of engineering department, Portland, has resigned to accept a position with the Union Pacific. We wish him success in his new undertaking.

W. R. Lemoine, relief clerk, Salem, has been unable to report for duty, due to sickness. A speedy recovery is hoped for by all.

The mechanical department baseball team white-washed the store department 11 to 0. The mechanical team is very strong this year and hopes to capture the trophy now held by the store department. The superintendent's office was given a trimming by the mechanical ball team. The score was 29 to 5. It was a good track meet for the mechanics. Ed Hoal's pitching for the mechanics and Ed Painter's fielding and hitting for the superintendent's office featured the game.

A "new idea meeting" was held at Park Street on April 24 with an attendance of sixty-six employes. Some good suggestions were offered as to how we could increase business and more closely cement our relations with the patrons.

W. A. Anderson, engineer, and J. R. Sweeney, fireman, have been selected as delegates from the Portland Division to attend the annual convention of the International Railway Fuel Association to be held at Chicago May 7 to 10. Mr. Anderson will extend his trip to Maine and Mr. Sweeney will take in Niagara Falls and way-points.

E. V. Nelson, bill clerk, Portland, departed for Klamath Falls for a visit with friends over the week-end.

The engineering department bowling team regrets the season ended so soon, right when they had met their stride. Look out for this team the coming season, as we have it they intend to hold this stride by constant workouts to enable them to bring home the bacon next season.

We are looking forward to the early recovery of A. C. Schnellbacher, locomotive inspector, Eugene, who has been absent due to illness.

W. B. Walker, switching clerk, Park Street, made a trip to Seattle recently over the week-end.

Nicholas Roth, machinist helper, Timber, was granted a leave of absence due to sickness and left for the General Hospital for treatment.

Our sympathies are extended to Fireman R. M. Sachtler, Albany, in the recent loss of his mother.

We are glad to have Wm. F. Hoffman, log scaler clerk, Mill City, back again after being away for some time account illness.

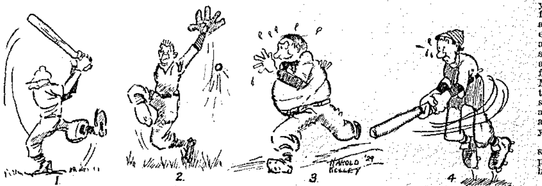
James Barr, receiving delivery clerk, Park Street, is confined to the General Hospital at San Francisco. We are very sorry to learn that his case is quite serious, as it may be necessary to amputate his foot.

Fred G. Morris, agent Garibaldi, has returned from a 30-day vacation which was spent in and around Portland. John Moe relieved him while he was away.

Locomotive Fireman L. Flannery, working out of Brooklyn, has not been able to report for duty due to sickness. We hope he will be able to resume his duties in the near future.

We extend our heartfelt sympathies to Charles E. Reinke, section foreman, West Linn, in the death of his wife recently.

O. Kirkpatrick, supervising accountant, is also on the division and will make a check of joint facilities.



The Portland Division Baseball team of the S. P. Employes Club is planning on making a "big killin'" this year on their newly acquired diamond. Above are some of the high lights of the team as seen by Cartoonist H. P. (High Pressure) Kelley. 1. Vic Milan of Park Street Freight Station doing his daily dozen with the big stick. 2. SCOOP! Slow motion picture showing Ray "Shorty" Stein at the exact moment when he came the closest in his life to catching a baseball. 3. Head Timekeeper Eddie Painter on a tour of the bags. No, it isn't raining. Ed's just sweat— that is, we should say he's all aglow. 4. "Red" Brown. When he hits 'em they stay hit.

Sacramento Division

J. Lothrop Supt's Off. W. W. Boyd

On the night of Monday, March 25, pensioned Lineman John Noonan was delightfully surprised when a group of his friends and fellow workers in the telephone and telegraph department of the Sacramento division called at his home to present him with a beautiful writing desk, chair, and lamp, the combined gift of all of his friends throughout the entire system. A copper plate on the front of the desk was engraved as follows: "Presented to John Noonan on his retirement, after 41 years of active service, by his friends and co-workers of the Southern Pacific Company, March 25, 1929." The gift in itself was very appropriate and is very much appreciated for its practical and useful value, but especially will it be endeared to its owner because of the friendly sentiments and good wishes it represents from the kind hearts of so many loyal friends. The evening was spent in recalling many interesting experiences and events which occurred during the stretch of 41 years, and in singing, dancing and other forms of amusement, followed by a supper at midnight, which was concluded by general expressions of good wishes to Mr. Noonan, and his reply, expressing his thanks and stating that he was grateful for their coming and that in the merriment of the evening he felt like a boy again instead of a pensioner. Mr. Noonan wishes to take this opportunity to thank his many loyal friends for their splendid gift and for the many fine letters and expressions of good luck, best wishes, and many happy days of retirement after 41 years and one month of active service.

Accident Clerk Thomas A. Ryan was presented by his wife with a seven-and-one-half-pound baby girl on May 12. "Mary Elizabeth" and mother are doing nicely.

The "Depot" nine baseball team entered the S. P. Club of the Sacramento Twilight Baseball League. The first game was played Tuesday evening, May 14, and the Depot team went down to defeat at the hands of the Apprentice Club. Ira "Slip" O'Neil, of no-hit-no-run fame, twirled for the losers, while Walt Keenan was the victor of a 6-to-0

pitchers' battle. First-baseman C. Colby Reeves starred for the losers, while the hitting of Kimbal, who secured two of the three hits off O'Neil, featured. Manager "Spud" Murphy has signed the following to represent the depot: "Jocky" Corcoran, "Babe" Welsh, "Slip" O'Neil, Howard Baxter, "Buck" Reeves, Eddie Sturm, "Oosie" Womble, "Suck" Wagner, Jim Carrigan, Bill Hoffman, Joe Baker, Otto Dahl, "Bunnie" Starnater, and "Wooden foot" Lane.

"Scotty" Ryan, district auditor, is confined to the Sacramento division hospital at Sacramento suffering from a neck ailment. All of his many friends in all departments hope for his speedy recovery.

The girls of the superintendent's office held a swimming party on the evening of May 20 at Riverside Baths, Sacramento. After the swim, they had an Italian feed. Those present were Marion Cusick, Genevieve Warren, Marion Bahlhorn, Adah Asbill, and Josephine Rosatelli.

Most of us have heard of Carmel-by-the-sea, but how many have heard of Victory Acres? It seems that the latter place is a newly-organized realty tract south of Sacramento. There are lots, but no houses as yet. Timekeeper Jack Varcoe was parked on one of the streets one evening recently and was suddenly ordered to "Stick-em-up." The two young men and the two young lady occupants of the car promptly obeyed. However, we understand the loot was small, it being two days before pay day. The bandit was captured two days later by officers parading as "petters."

This Shriner train crew handled Ben Ali Temple's special train in such a fine manner over Shasta Division that Potentate H. Gluckman of the Sacramento lodge wrote a letter expressing his appreciation. In the picture above, left to right, are: B. S. Baumann, trainmaster; W. B. Frasier, conductor; W. B. Reid, fireman; F. G. Dean, engineer; Brakeman W. P. Bellus and A. E. Million

Stockton Division

R. A. Scobey Supt's Off. Stockton

On April 23, a corps of officials, composed entirely of Southern Pacific employes, conferred a degree on a fellow employe in Delta Lodge 471, F. & A. M. Chief Dispatcher Michaelson, in his usual excellent manner, discharged the duties of Worshipful Master. The other employes who filled the chairs were: J. A. Tantrow, Senior Warden; R. J. LeClert, Junior Warden; L. R. Smith, Secretary; H. M. S. Winton, Senior Deacon; James Scott, Junior Deacon; Dewey Mullally, Senior Steward; J. G. Coffman, Junior Steward. It might be added that every department of the railroad was represented at the meeting, including the legal department, by Attorney A. L. Levinsky.

Collector L. J. Henry and wife have returned from an automobile vacation to Grants Pass, Oregon, returning via the Redwood Highway through Eureka, California.

Clerk R. C. Wilson is convalescing in the General Hospital, San Francisco, from an operation for appendicitis.

Douglas Below, Bob Smith, Gus Weyand, George Williams and L. B. DuFrane and wife recently attended a meeting of the Sacramento Lodge B. of R. C., at Sacramento, in honor of Grand President Harrison and other Grand Lodge officials from Cincinnati, Ohio, who were visiting the lodges on the Coast.

On May 3 our Junior Clerk Paul B. Sheppard surprised his many friends and acquaintances by announcing his marriage to Miss Edna Brock of Manteca.

On April 28, Miss Eunice James of the accounting department made an airplane trip to Tulare, breaking all previous records of this office for distance, speed and endurance.

Clay H. Russell of Sparks is now foreman in charge of Tracy repair track, vice Frank A. Felt, who was transferred to Sparks.

C. H. Delosier, A.R.A. clerk in master mechanics office at Tracy, has purchased one of the new outstanding Chevrolet sedans.

Of interest to his many friends and acquaintances is the marriage of second trick roundhouse foreman, William I. Fuller, and Mrs. Jessie Ledgley, which was solemnized at Stockton on May 1.

It is rumored that a certain other member of the supervisory force at Tracy will soon follow suit.

New arrivals are reported in the homes of Machinist F. R. Olds and Helper Apprentice G. C. Davis of Tracy roundhouse.

E. Woodson relieved J. Leonard, machinist at Tracy roundhouse.

A. L. Smith of Sacramento is now roundhouse foreman at Tracy vice George C. Bogart.

Mr. Bogart, who has been roundhouse foreman at Tracy for the past eight years, has been promoted to the position of general foreman at Brooklyn. He has the best wishes of the community in his new position. Before leaving Tracy, he was presented with a fine traveling bag by the shop crafts association and a farewell dinner party was held in his honor at the Tracy Inn by the association of supervisors and their wives.

Lawrence Leland Banta has accepted the position as first trainmaster's clerk at Tracy, vice Paul C. Doughty, promoted to position as assistant car distributer at Stockton.

Jack D. Seifert, junior clerk in superintendent's office, has transferred to the engineering department as rodman. His former position is being filled by Paul D. Sheppard.

Miss Josephine Hargreaves, chief dispatcher's stenographer, has transferred to the stenographic bureau as voucher clerk, vice Miss Esther James, promoted to a stenographic position in the same department.

Enthusiasm for golf has spread through the office like dandruff. Among those purchasing paraphernalia and taking lessons are: Mr. and Mrs. H. L. Regesser, Norman E. Hilton, I. F. Wyman, Merrill T. Austin and Mrs. H. M. S. Winton.

ANNUAL S. P. PICNIC PROMISES TO BE BIGGEST AND BEST EVER

An estimated attendance of over 700 will attend the Pacific Fruit Express' annual picnic to be held on Sunday, June 2, at Fairfax Park.

With a complete program of entertainment arranged, the affair this year is expected to be even more successful than in former years. An indoor baseball game between married and single men, athletic races for both men and women, and dancing are a few of the events on the program.

A popular men's contest will be held in conjunction with the picnic, with Hyman Levy, John Jurus and Clyde Flotten thus far in the number of votes gained.

An open invitation has been extended to Southern Pacific general office employes and several hundred are expected to attend.

C. G. Little is chairman for the affair, assisted by J. P. Henneberry, C. Ahern, R. Sturgeon, R. C. Lorton, W. Frith, and the Misses Clara Zumsteg and "Babe" Calderella.

OGDEN OUTFIT THANKED FOR AID GIVEN ELECTRIC LINES

April 30 the Bamberger Electric R. R. Co. of Ogden, Utah, had the misfortune to have six cars of coal derailed. The electric company not possessing a relief outfit, the Southern Pacific wrecking crew at Ogden went to the scene of the trouble and put the cars back on the rails. The following day the president of the electric company wrote the following letter to F. C. Smith, superintendent Ogden Union Ry. & Depot Co.:

"Kindly accept our sincere thanks and appreciation for your excellent cooperation yesterday and last evening in our troubles at the interchange. We wish to especially compliment the able and cooperative work of your wrecking crew."

H. J. Poirier is foreman of the Southern Pacific wrecking crew.

HANDBALL CHAMPIONS

The auditor of freight accounts, represented by Shernock and Vella, won the Southern Pacific Club's doubles handball tournament, by scoring a triumph over Radloff and McCarthy of the auditor of disbursements.

Harold Spring won the singles play. The winners will be presented with a miniature silver trophy.

Shasta Division

F. Brown Supt's Off. Dunsmuir

W. N. Anderson, retired pensioner, was found dead in his bed at Dunsmuir April 20. Death was due to an apoplectic stroke. Anderson was a native of Iowa and was pensioned last November after serving for twenty-seven years in the Car Department. Interment was made in the Odd Fellows Cemetery at Dunsmuir.

L. E. Wissner, foreman of Steel Gang 1003, passed away April 25 at the Sisters' Hospital, Red Bluff, a victim of pneumonia. Wissner was a native of Corning, New York, and entered the service of the Company in August, 1925.

J. P. Weeks, office engineer in the drafting room, is considering a change in the desk and seating arrangement of his subordinates. Cost Analyst "Johnnie" Martin has offered some objection to the proposed plan, for, as he contends, the close proximity of his desk to that of the stenographer's is a source of inspiration to him. "Jim," in overruling "Johnnie's" objection, likewise contends the present arrangement is distracting and has resulted in an impairment of efficiency on the two positions, also that "Johnnie's" forceful language has at times been a source of embarrassment to the stenographer.

James P. Kelly, veteran conductor, after an illness extending over a year, died at the General Hospital on May 4 from carcinoma of the throat. Kelly entered the service in 1892, and for six years worked alternately in track and B. & B gangs. In September, 1898, he entered the train service as a brakeman and four years later was promoted to conductor. Kelly was a native of Illinois and was 53 years of age. Funeral services were held at the Church of the Sacred Heart, Dunsmuir, on May 7. Besides his widow, Kelly is survived by an aged father, who is a pensioner of the Company, and two brothers.

It is interesting to hear Jess Smith, division auditor, relate how he made good his boast that on May 1 he would have a nice mess of fish for breakfast. No one for a moment had the least suspicion that he had any ability in this direction until he arrived home with twelve of the finest rainbow trout that ever reposed in a skillet. However, his colleagues still hold to their suspicions that Jess had baited the hole for two days previous to the opening of the season.

J. A. Devine, dispatcher, returned to the Sacramento Division, being succeeded on the third trick (Cascade) by E. R. Howe, formerly relief dispatcher.

W. G. Garrison, lineman, is taking over the position of division lineman during H. R. Perryman's vacation.

L. H. Platt, yard timekeeper and pay roll voucher clerk, has transferred to the Sacramento Division, where he will be employed as locomotive fireman. His successor is L. A. Tucker, former night crew dispatcher.

Andy J. Freeman, day roundhouse foreman at Mina, has been appointed to the position of night roundhouse foreman at Klamath Falls, taking effect May 1. The appointment was due to the transfer of H. Bovenkirk to the position of roundhouse foreman at Crescent Lake.

Bruce L. Hendricks has been added to the drafting room force in the capacity of rodman.

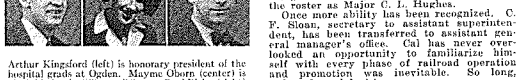
Salt Lake Division

G. L. Snively — Supt's Off. — Ogden

Well, Edna's back from the months duty in San Francisco "BD" office. But such sophistication; such nonchalance! You would never know that it was the Edna Maginnis who left us a short time ago. She owes it all to Peggy Revor, who took her in hand and taught her the technic of repelling Market Street wise-crackers.

It has been a long time since we chronicled the doings of Robert T. Paine. Lake Grover Alexander, if an iron arm is needed when the bags are full, Robert can always be depended on. Yes, sir, the old boy has a lot of arm yet, even for a little necking.

Back from Fort Benning, Ga., comes Major Charles L. Hughes to resume his duties after a three-months' period of training at the infantry school. Charlie won a high rating—a rating that ranked high on the roster of several thousand fellow reserve officers. He left a captain and returned a major. That speaks for itself. We are glad to have him back and our congratulations are unanimous.



Arthur Kingsford (left) is honorary president of the hospital grads at Ogden. Mayme Oborn (center) is pinch hitting for "Skeeter" Stone. Paul Bieler (right) is center of an Ogden "mystery."

Can you imagine it! Here "Skeeter" Stone has complained of the weather all winter and now she has sailed for an Alaskan vacation. She has a hankering, so she says, to view some of these big he-men at close range. Jack London, Rex Beach and the public library are jointly responsible. Mayme Oborn will fill Skeeter's chair while she learns that "Mush!" doesn't always mean Quaker Oats.

Hazel Dixon and Edna Weaver have forsaken their calculating machines for the more arduous tasks of housekeeping. Two parties were given in their honor by the girls of division auditor's office. Alyce Wilson entertained at a bridge luncheon and Janet Wheelwright at a house party. Present were: Theresa Lasius, Myrna Bohan, Charlotte Griffin, Janet Wheelwright, Edna Weaver, Alyce Wilson, Helen Prout, Hazel Dixon, Dorothy Embling, Eva Wilson, Dorothy Anderson, Alice Galbraith and Mrs. Mae Lockwood. Good-bye, Edna and Hazel, and don't forget to drop in now and then.

Group of Ogden employes who are sponsoring athletics. Left to right: Marjorie Slade, Stella Thomas, Don Hastings, Iris Smith, Dorothy Wheelwright and R. E. "Rummy" Rogers.

Who said that lightning never strikes twice in the same place? Louie Boukol and E. W. "Doc" Gilchrist, of the engineering department, appeared with broad smiles the morning of May 10. Louie drew a boy and Doc announced the arrival of his second daughter.

Charles L. Hughes is back at the accident desk after three months at reserve officers' school at Fort Benning, Ga. His efficiency and splendid work won for him recognition and promotion. He is now on the roster as Major C. L. Hughes.

Once more ability has been recognized. C. F. Sloan, secretary to assistant superintendent, has been transferred to assistant general manager's office. Cal has never overlooked an opportunity to familiarize himself with every phase of railroad operation and promotion was inevitable. So long, Cal, and good luck!

When your check is short you can not be blamed if you give vent to your feelings. Of course not. All hard-hearted traimen are invited to look carefully at the accompanying picture of Ray Dowdell. If your pieces-of-eight do not check up on payday, you can depend on it that there was a shortage of paregoric at the Dowdell establishment.

Daddy Dowdell

You bet! And a can of ether. Your correspondent now enters the exalted circle of the ether institution's alumni. Boys, there's a place! It took him three days to figure out whether it was a hospital or the Ambassador Hotel. By the way, Arthur D. Kingsford has been elected honorary president of the fraternity of the hospital grads.

Leslie J. Mann, chief clerk to division auditor, now has his likeness in the hall of the immortals. Les has just rounded out a highly meritorious year as Exalted Ruler of Ogden lodge, B. P. O. E. G. A. Checketts, assistant chief clerk, superintendent's office, has been appointed as Esquire of the lodge for the ensuing year.

Kachoo!! Hooishee!! Don't go away, folks, it's only Cal Sloan opening the hay fever season. From the red and watery eyes of the afflicted hereabouts, you would think that they had been to see "The Singing Fool." Cal says he is going to go around with an axe this fall to bring down every poplar tree he runs across.

The correspondent has been requested to explain the appearance of a red light up over the blue-print room door. Well, sir, he doesn't know, but rumor has this way: In the room is an electric iron that is used to hasten the drying process of blue-prints. One day our office engineer, Bill Lundy, decided that his Sunday suit needed pressing, so he brought it down and turned it over to Paul Bieler. Now it seems that Paul had many things on his mind that day, and he turned on the iron and forgot all about it until his nostrils were assailed by the pungent odors emanating from the blue-print room. He arose along with Bill's ire, but it was too late. Now the red pilot light keeps Paul's train of thought from another breakin-two. This, however, is only hearsay, but Ray Wright might be able to clarify the matter.

Assistant Chief Clerk Checketts (left) is now an officer of the Elks at Ogden, and Leslie Mann (right) has finished a year as Exalted Ruler of the lodge. Robt. T. Paine (center) is one of the happy men in Superintendent Donnatin's office.

No, Amos, that isn't the Aurora Borealis; that's Melvina Swanson's diamond. Art Kingsford says that he is forced to wear an eye shade to avoid the glare since Melvina's boy friend back in Iowa decided this single life is the bunk.

Ogden Union Depot

Ida W. Smith — D. B. Harbertson

On April 20, a joint meeting and social of B. of R. C. Lodge No. 641 (OUR&D Terminal) and SP Golden Spike Lodge No. 226 was held in the Elks home at Ogden in honor of a committee of grand lodge officers. Among those present were: Mayor Frank Francis; C. F. Gilmore, secretary, B. P. O. E. No. 719; Geo. M. Harrison, grand president, B. of R. C.; Geo. S. Levi, grand secretary-treasurer; Phil B. Ziegler, editor of "The Railway Clerk"; E. A. McMillan, general chairman, S P. System Board; F. W. Tenney, secretary-treasurer, S. P. System Board; J. I. Gilbert, general chairman, District Board Ry. Express Agencies.

T. F. Power, general chairman OUR&D Terminal Board, acted as chairman of the event.

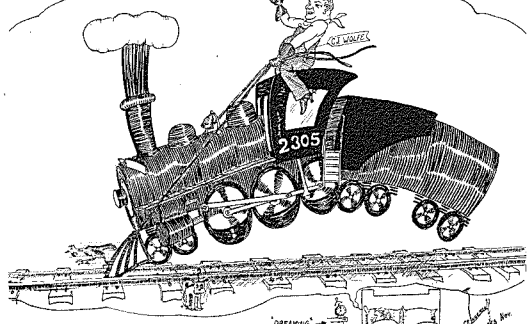
Preceding the social, a banquet was held at 6:00 p. m. in the depot dining room, which was attended by the above mentioned lodge officers and some thirty other members of the organization.

A program of music and other highly entertaining features was enjoyed immensely by about three hundred members and their friends.

Following the program, a most congenial crowd intermingled and spent about two and one-half hours in dancing.

To the committee in charge of arrangements a great deal of credit is due and we especially extend our appreciation to the officers of the B. P. O. E. Lodge No. 719 for their courtesy in extending us the use of the Elks' beautiful home which was the setting for such a successful social.

Reminiscent of days of yore, former call boys G. E. Malan and L. L. Keyes, who now hold clerical positions as rewards for faithful service rendered in by-gone days, held the present force of callers spell-bound as they related the thrilling experiences they encountered while astride the trusty old bicycle. Foremost in the mind of "Worm" Malan was his "Loop for life" when his bicycle stopped short of its destination by reason of a wire having been stretched across the "Forbidden Path" and "The Keyser" recalled very vividly how he accomplished a complete somersault due to the front wheel of his "Old Ironsides" entangling with a wagon tongue of a small boy's wagon parked alongside of the curb. The conversation developed out of the "Slide for Home" made by our newly-developed caller, Alex. Ferguson, who recently bounced along Wall Avenue by reason of striking a hole in the pavement filled with water. Due to the dampness of the pavement, "Ferg" made no smoke, but lost considerable hide as a result of his experience. It won't be long until we will hear the 1929 model callers tell of their escapades in aeronautics trying to locate some brakeman who has failed to leave an address where he could be located.



Cartoonist C. R. Ingersoll, hostler helper at Sparks, says this is a picturization of Engineer Paddy Wolf's dream of twisting his locomotive's tail on the Fernley-Lassen Branch.

Spring is here—but the weather—if it doesn't stop aggravating us by its alternating rain in the morning, snow at noon and hail in the afternoon, we know the first guy who forgets himself by singing or chirping, "When It's Springtime in the Rockies" might well expect to receive his eternal reward.

We extend our sympathy to Mr. Henry Fisher, retired yard clerk, and his family, over the loss of Mrs. Fisher, who passed away April 10th.

An effort is being made to line up every man who has had twenty years' service or more, to join the Union Pacific Old Timers' Club No. 6. We are trying to make it 100 per cent so we will have a good showing during the two-day meeting to be held in Salt Lake City in June.

T. F. Power, clerk, is attending convention of general chairmen of B. of R. & S. Co., at Portland, Ore. He will endeavor to bring the convention to Ogden next fall. Mr. Power will return by way of San Francisco.

Mrs. Horace Worley, wife of caller, was called to New Castle, Va., account serious illness of her father.

Burt Taylor, clerk, underwent an operation for appendicitis and we understand will be back with us soon.

Zola Ballantyne, comptometer operator, has sent in her resignation. She is working in California and expects to remain there for some time. We are sorry she is leaving us.

Elmer Syphers, office boy, was married the early part of March.

Hugh Stewart, with a total of 109.9 points, won second place in the fancy diving contest for the intermountain championship which was held at the Deseret Gymnasium, Salt Lake, April 12. Hugh missed first place by less than two points. Mr. Stewart held the title in 1927 and made a gallant attempt to retrieve his lost laurels.

Angus McPhie, chief stower, who was recently pensioned, was presented with a gift by the employes of the freight station.

John Vandefraaf, janitor, will be retired on pension at the close of this month.

Mikel Mickelson, trucker, had the sad experience of being in an automobile accident. His car was badly damaged, but Mikel came out without a scratch.

John E. Rearson, watchman, who is chairman of the American Railway Association, Salt Lake Protective Sectional Committee, will attend the semi-annual meeting in Salt Lake City May 14. Mr. Rearson expects this to be one of the biggest and most interesting meetings they have ever held.

Ida Williams Smith bought herself a new Chevrolet coach.

Spencer Butler has a new Durant sedan.

VACATIONS—Seth Smith, Fred Moore, Jimmie Morrison, Frank Taylor, Jake Opheikens, L. V. Linderman. Wm. Verham left for two weeks' vacation in the East and will visit friends in New York.

BIRTHS—George Beesley, girl; Burt Taylor, girl.

Ogden Shops

R. W. Belmore — Special Apprentice

The ranks of the apprentice Benedicts were recently swelled with Pipefitter Apprentice Ross Hansen made application. He was voted into full membership when he married Miss Cora Burt of West Weber.

A new face appeared on the floor side the other day. Frank Bertagnolli was again back on the job after an absence due to sickness of twenty-months' duration. We are all glad to see him back.

Just before the good weather broke out here the president of Ogden Shops Apprentice Club, Monrow Wardleigh, let the doctor talk him into a trip to California. Now he is enjoying the beautiful spring of the bay city, San Francisco, from the portals of the General Hospital. We all hope old man Appendicitis won't keep him there long, for our famous Utah Spring is here and his absence is especially noted by the Apprentice Club.

Ben Marrott, air brake foreman, signed up another son as a machinist apprentice. It looked as though he was trying to compete with the Yarrintons, Doxeys and Andersons. However, he confidentially told the correspondent that, as Jack was the last of the boys, he would not be able to compete.

Horse shoe pitching has become a popular pastime with this group from the Boiler Shops at Ogden. Front row, left to right—Newell Snarr, W. Wiggins, A. Cardon, C. Edwards, F. Winslow, W. Rott. Center—Rod D. Lamb, L. Tessne, C. Eastman, F. Colvin, W. Stark, A. Young. Back—L. Contos, H. Eddy, F. Swift, L. Brady and S. Tuttle

It's mighty hard to keep a man who is intensely interested in his work down. W. B. "Foah Bit" Shaw is a good example. A few months ago he came to us as drop pit foreman. He now leaves us to take the roundhouse foremanship at Mina. As to how well he was liked by his fellow supervisors, I'll let the secretary of the supervisors local organization, tell you, viz. "Tommy" Jordan front and center.

The Association of Supervisors entertained April 29 for William B. Shaw, who has been promoted to foreman at Mina. James Christensen of the entertainment committee acted as toastmaster. Parley Leishman rendered a vocal solo, accompanied by F. E. Durrant on the guitar. Toasts were responded to by G. H. Vance, L. W. Doxey and James Christensen.

President J. F. Mumford commended Shaw for his excellent record while working in the Ogden shops; that his services had been of the very best, and, in behalf of the Association of Supervisors, presented him with a fountain pen.

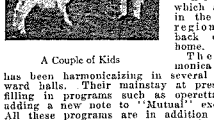
Brother Shaw said he was pleased to have been a member of Local No. 6; that, through the cooperation and loyalty of its members, work of the finest type is done at Ogden. He had tried to do his bit to make the organization a success and hoped they would still continue in the good work, for Ogden was a fine place to live in.

James Christensen said Shaw left out a part of his little talk. He came all the way from Sparks, and someone overheard him make these remarks: "That fire box had locked up the Buick's transmission and, until she arrived, he could not go for a ride without her permission."

Frank "Fannie" Neuterman, turret lathe machinist, and his wife, received a wee guest on May 6. The young lad weighed seven pounds.

Duncan Stewart was married to Miss Thelma Peterson of Huntsville, Mr. and Mrs. Duncan spent their honeymoon in San Francisco.

Master Car Repairer Ben W. Wagner lives out on the outskirts of our fair city. In fact, he lives almost in the mountains. His little granddaughter gets a powerful kick out of "hand" feeding the "kids," which abound in the rocky region just back of his home.



A Couple of Kids

The Harmonica Band has been harmonicizing in several of the ward halls. Their mainstay at present is filling in programs such as operettas and adding a new note to "Mutual" exercises. All these programs are in addition to the regular practice work in preparation for a program to be broadcasted from Station "KLO" the latter part of May.

Our horse shoe artists in the boiler shop have worked up so much enthusiasm that Assistant Boiler Foreman Ray E. Stewart heaves a shoe now and then to keep the boys in trim.

Appendicitis seems to be quite the thing. So much so, that Emmett Greenwell, tool lathe machinist, not to be outdone, left his appendix in the Doc Hospital. He is now convalescing and has high hopes of being back on the job shortly.

Just by good fortune we still have our chief clerk in the M. M. office, Joe Taylor. It seems as though he and Mrs. Taylor were heading toward Logan when, out from behind a truck they were passing, a youngster stepped or rather ran right in front of the Taylor car. To save the child's life, Mr. Taylor took a chance on his own and quickly swerved his car. As his car left the road it turned turtle, giving Mr. Taylor a good shaking up and a broken collar bone. Mrs. Taylor suffered several severe cuts and sundry bruises. They are both on the road to recovery and Mr. Taylor can still "sling" ink, even though one arm is in a sling.

We hear with regret the passing of George W. Young. Mr. Young was at one time a stationary engineer for the S. P. He is well remembered by many of the "Old Boys" at the shop.

VETERANS OF SOUTHERN PACIFIC WHO DIED RECENTLY

Frank Mulligan, shop helper, Sacramento general shops, died April 13, aged 87 years 7 months. He was retired June 1, 1915.

Eugene L. Dungan, train baggageman, Western Division, died April 13, aged 76 years 10 months. He was retired October 1, 1922.

William K. Anderson, car builder, Shasta Division, died April 20, aged 71 years 2 months. He was retired March 1, 1928.

Gustof Lofgren, cabinetmaker, Los Angeles general shops, died April 20, aged 81. He was retired October 1, 1916.

James M. Doty, passenger brakeman, Portland Division, died April 21. He was retired April 1, 1920.

Charles W. Poole, locomotive engineer, Western Division, died April 22, aged 67 years 10 months. He was retired August 1, 1926.

Robert Lowrie, clerk, Tucson Division, died May 3, aged 61 years 4 months. He was retired August 1, 1927.

George F. Nichols, agent-telegrapher, Los Angeles Division, died May 7, aged 68 years 8 months. He was retired April 1, 1924.

Richard P. Sibley, clerk, Portland Division, died May 7, aged 74 years 5 months. He was retired October 1, 1923.

James Galvin, section foreman, Los Angeles Division, died May 11, aged 65 years 1 month. He was retired July 1, 1928.

Maurice Powers, marine fireman, Steamer Division, died May 14, aged 80 years 2 months. He was retired July 1, 1918.

VETERAN DIES AT SANTA ANA

George F. Nichols, former agent-telegrapher at El Casco, Calif., died at Santa Ana, Calif., on May 7, aged 68 year 8 months.

Mr. Nichols entered the employ of the Company in July, 1895, and retired on April 1, 1924, after 28 years 9 months' service. He is survived by a son, Earl C. Nichols, telegrapher-clerk at Suisun, and two brothers, T. M. Nichols of Upland and J. B. Nichols of Santa Ana.

PRAISES GROUP INSURANCE

Maris R. Woodward, employed as a train dispatcher in Ogden since 1916, now endeavoring to regain his health at Elizabeth Rest Home, No. 6060 Franklyn Avenue, Hollywood, Calif., desires to express, through the Bulletin, his kindly feeling toward the Company, officers, and dispatchers at Ogden, and to the Metropolitan Life Insurance Company, in receiving the total and permanent disability benefits of $86.25 monthly, made possible through the group insurance plan.

"What sort of a crowd was at the dance?" "Oh, fair to mandlin."—Yale Record.

Auditor, San Francisco

H. R. Gomez — Annex C

Miss Irma Grant has just returned from a week's vacation in Vancouver, where she learned that if it weren't for cocktail shakers the Canadians would never get any exercise.

If my memory isn't muscle-bound, Rosalie Brady has spent a late week off in the city preparing her trouseau for an anticipated jump into that "happy tho married" circle. Without the slightest malice aforethought, getting married is like wearing spats—there's no excuse for it!

Having the spirit, Inez Hill also put on a bit of city vacationing. While away, she casually dropped into the five-and-ten-cent store to visit a girl friend saleslady there, but you can imagine her embarrassment when the manager informed Inez that her friend was "fired" because she just could not remember the prices!

Kathryn Buchanan, one of our typeologists, is now taking a turn in the hospital because she was feeling terrible, like tissue paper. Of course, we are expecting everything to come out all right like Monday's wash, with all hands hoping for a speedy recovery. In the meantime, Lenor Lukens is functioning in Mrs. Buchanan's stead.

Feeling as foolish as tooth paste coming out of both ends of the tube, Winnie Stark has verily sneaked in on us with a brand new permanent wave. Hey, hey! Evidently Johnnie is on the job. In passing, it might be added that a long-haired girl has about as much chance around here as a bowl of soup spilled in Lake Michigan. Still and all, ladies, beauty is only "skin" deep, you know.

Telling you in mournful numbers, all clerks should refrain from calling Pearl Williams "Mrs. Pine" until we have something more definite on the merger. To date we have nothing but a gesture and it may be some time before we strike a trial balance. So there.

Mrs. Watts has always insisted that she "runs things" around her house, and, just to prove that Grace is right, Ruth Townsend paid her a visit and found her running the vacuum cleaner and washing machine!

In the line of news, Miss Pelletier joyously exclaims that she now has a boy friend who is letter perfect and post card proof, excels in sofa rugby, and the ladies flock around him like he was a new diet. Above all, he makes plenty. But Lillian didn't say whether he made dollars or whoopee. Even so, it must be admitted that money is the "Jack" of all trades.

Scotty Linklater went to a dentist the other day to have a tooth pulled and, just for the principal of the thing, Scotty counted his money before the dentist gave him gas.

There must have been a fire sale at the Filipino Tennis Club the way "Turk" Essaff, "Doubting" Thomas and "Big Moment" Stewart have burst out in a gang of Palm Beach pants.

Ed Mattos had to be led away by kind friends to the girls' lounge room with the aid of smelling salts and a couple of small boys when he suddenly became exhausted after bringing in a typewriter from an adjoining room. He has en even chance to recover.

They say it's the little things that count in life, so that's why Kid Baldassari is counting yellow papers in the store bureau.

Lary Underhill is back on the job in the office as well as on his trusty violin. Lary says his fellow players always bawl him out if he finishes a few notes behind the rest of the orchestra even though they know he can't read music as fast as they can.

If you don't know it, Sandy Day expects to begin playing golf again after an absence from the links since last July. It seems that Sandy lost a golf ball when he played last and has just found it. 'Tis said that Sandy is a great li'l golfer. His swing is flawless, his follow-through superb, and his driving uncanny—in fact, his only fault is that he can't hit the ball.

Harry Turner: "Where's Fisher?"

Cholly Harris: "He's here. I can smell him!"

Dick Lawton's latest bit of info is that his brother is cleaning up in a great big way in Wall Street. Which all prompted us to put our New York operative, Morris Lynch, on the case and he hurriedly reports that the only Lawton he found in Wall Street cleaning up was a "White Wing." Come again, Herm.

Yes, Agatha, the "Kingfish" still smells and acts like a flapper even though he only has bobbed heels. You may expect him to come in any time now with his vest buttoned in the back, introducing himself as Sally Smith. Of course, there's nothing pretty about being a man anyway, what

Joe Cobb, the popular "fat boy" of the Hal Roach "Our Gang" comedies, is a nephew of G. W. Cobb, conductor on Tucson-Rio Grande divisions, living at Yuma.

with a set of funny socks and a derby, but the "Kingfish" shouldn't desert the horrible sex so openly. The way that boy is getting no better is downright interesting. Unless Fisher stops what he is doing, which seems almost nothing, he won't have any more comeback than a slightly used toothpick.

Sans vulgarity, we have recently learned that Bill Thomas came over from Merrie England as a stowaway on a cattle boat disguised as a wild oat in the feed box.

Bill Frary says that his idea of an easy job is sweeping out corners in a roundhouse.

And Newt Collins admits that the reason he never attends the ball games is because he considers it too much exertion to get up to stretch in the seventh inning.

On the other remaining hand, George Stabler has a pet idea that Monday should be dropped as a working day. No doubt a blue Monday increases the intensity of a dark brown taste.

Just as the bald-headed Mr. Kane said, "it's all off."

Robert McGee has gone to 3rd Street in his usual role of mail boy, while Russell Ballard takes up here where Robert left off.

ENGINEERS AND FREIGHT ACCOUNT TEAMS LEAD IN INDOOR

The auditor of freight accounts No. 1 team and the engineers' nine are leading the Cascade and Overland leagues, in the Southern Pacific indoor baseball play at General Offices. Figures are for games played up to May 20.

The A. F. A. No. 1 are leading their field with a standing of 4 games won and none lost. The auditors are second with a 3 and 1 record, with car record and equipment and freight claim third and fourth, with 2 games won and 1 lost, and 3 won and 2 lost respectively.

Teams in the Overland League are much more closely bunched. Following the engineers, who have a standing of 3 and 1, are the motive power and freight traffic, each with 3 games won and 2 lost. The auditor of freight accounts No. 2 are fourth, with an even 2-2 standing.

According to H. J. Kihn, chairman for the play, final games for the first half of the season will be played the 11th and 12th of this month. The winner of each league will then have a three-game play-off for the championship of the first half. Two new leagues will then be formed with the winners again in a three-game play-off for the championship of the second half, and then the first and second half winners in a three-game series for the championship of the season.

Los Angeles Division

Miss D. Ouida Wolfe, Supt's Off. Los Angeles

June, the bride's month, arrives with no prospective brides in our midst. Either Mr. June Bug has fallen down on his job or is keeping secret the names of his victims.

Scenery in San Francisco was improved two points during the past month when the General Offices claimed two of our best-looking young men. Chaplin Goodfellow, assistant car distributor, who has grown up on this division, accepted a better assignment in the office of R. L. Ruby. Robert L. McKee, secretary to Assistant Superintendent Gernreich, who transferred here from Oakland last summer, secured a more promising position in the office of W. M. Jaekle. The vacancies in this office have been filled by Oscar Coleman, of the yard office, and Clarence G. Mertz from the San Joaquin Division.

Ruth Johnson, of the comptometer bureau, resigned on May 1 and a farewell party was tendered her by Marie Martin, at which all the girls of the office were guests. The evening was spent in playing "Cootie" and, as a Cootie drawer, Marion Hood took the prize. Consolation prizes were awarded to Elizabeth Tyrrell, Julia Yokeley, Hazel Rawlings, Olive Yachman, Rosalie Johnson and Lilian Weaver. Delicious refreshments were served and, so bountifully had Mrs. Martin prepared, that there was sufficient dessert left to serve the husbands and boy friends who were waiting in cars to take the guests home.

The vacancy in the comptometer pool has been assigned to Ethel Hyman, who has been doing temporary work for the past year. The part-time position is now being filled by Mrs. Melba McGuckin, formerly chief operator in the San Francisco office.

We are happy to have back with us again in Los Angeles, Harry Richards. He is now a full-fledged traffic man plying between the P. E. Bldg. and the Central station and commuting to Long Beach nights.

John Galvin, section foreman, pensioned last July, died unexpectedly on May 11. While he had been in ill health for some time, he had not been confined to the house, and his death came as a great shock. Mr. Galvin was the father of Hazel Bachman, of the paycheck bureau, and Julia Fitzgerald of the Accounting Department.

Engineering Department

Leo (Slim) Johnson recently purchased a "Shimmy All Day" Chevrolet and had the front seat set back 14 inches and 4 inches taken off the steering wheel in order to accommodate his Sneers and Snawbuck No. 12's. Are these your dress or working shoes, Leo? They sound like two cowhides and a keg of nails. Just the same it's a spiffy Chevrolet; we're just jealous, that's all.

Jack Murray, since rising from blueprinter to color sergeant, now rides a fliver to work. Recent product. This is a good airing for that pipe of his.

Geo. Filler says no more cheap shoe sales

We would like to know why Frank Freeman goes to San Francisco so frequently,—for, isn't there enough stock in trade here?

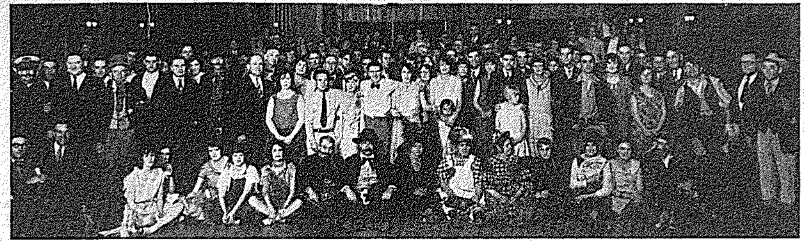
Jack Edwards says the cut on his lip was received at home—ran into something in the dark. Well, all we know it's a good story if he sticks to it.

While strolling along the pike at Long Beach recently, George Miller, painter in the car yards, saw a sign, "Shoes For Sale Cheap." Now George isn't Scotch by birth, but not averse to the Scotch idea, so hies himself in and makes a purchase. He showed up on the job the next day sporting the new shoes and everything was rosy until some sharp eye discovered that both shoes were for the same foot. He dug up the old ones out of the ash barrel and restored order to the paint department.

Freight Station

The girls in the office celebrated May Day by investing in brand new bathing suits,—all shapes, colors and styles, the new "suntan" suits being most popular. We are now thinking of putting on a bathing beauty exhibition at Redondo Beach which will put the Venice Beauty Parade to shame. It is rumored the judges will be Mr. Johnston, assistant agent, and "Charlie" Hess, teller, they both thinking they can fill the bill admirably.

Of course, the boys had to be copy-cats and Uncle Eddie Elmiger burst forth in a most



Some of the Los Angeles employes and their friends who attended a Hard Times Dance given May 4 by the local lodge of railway trainmen. The affair was one of the best attended ever sponsored by the trainmen and coming just before the municipal primary election, a touch of unusual political interest was added. The committee on arrangements included: J. C. Kinney, chairman, C. C. Brooks, W. F. Thomason, Carl Butler, Pat Stiro, W. H. Hausman, W. A. Kauffman, M. C. Ellenberg, C. H. Johnson, T. L. Logan, L. J. Carpenter and R. Y. Byers.

dazzling creation of orange and black designed especially for him, so he says, and now begins a sad, sad tale: "Uncle" has thought up a real peppy yell to go with this suit and tried valiantly for days and days to recite this "brain-child" to someone, but no one would listen. Not to be crushed, "Eddie" took himself down to a secluded beach where the fish are supposed to stand for most anything, to practice. They were all enthused at first, their heads bobbing up and down in a most excited manner, but, after the first few lines, pained looks were seen to appear on their faces and they began to emit peculiar noises, which no doubt in fish language is their way of saying "razz-berry." "Uncle" still insists it is a good yell.

Geo. E. Jennison, chief clerk, is the proud possessor of a brand new Hudson sedan, over which he is very enthusiastic.

Anyone who knows of a really efficient remedy for promoting a luxuriant growth of hair on a rather sparsely-settled pate will kindly communicate with W. J. "Robby" Robinson, revising clerk.

Elizabeth Schwartz, attractive secretary to the agent, has expressed a desire to sail on the seas of matrimony. Now we all think highly of Elizabeth and want to do all we can for her, so take this means of saying she is very attractive, wonderful disposition, and also earns a very good salary.

Things we never expect to see: John Detlor, chief car clerk, carrying on an animated conversation with his hands tied behind his back; "Joe" Josephine Burke with absolutely nothing to say; E. A. Howell, transit clerk, cutting up and acting undignified with the girls; Vera Godbout, dictaphone and teletype operator, getting caught up on her lost sleep; Chief Claim Clerk Olds with his hair all plastered down with stacomb.

Helen Tedford, comptometer operator, on a recent trip to Wichita, Kans., reports she met the "darlingest" butter and egg man from "Chi" and incidentally saved quite a lot of food expense, which is always a big help.

E. L. Somerville, revising clerk, is away on vacation now and the latest office mystery is, who is going to furnish our chief clerk peanuts during his absence?

A. R. Dorr, of the accounting department, has been a guest of Doc. Coffey at San Francisco for some time past. We hear Mr. Dorr is getting along very nicely and hopes to be back in the fold very soon.

Station News

Roy Swiggett, chief of the parcel room, is feeling mighty proud of the new steel shelves that have recently been installed for taking care of the increased business, also prospective rush during the tourist season and the Shrine and Elk's convention. He has not as yet figured out just how he is going to stretch his five feet to reach to the top of the eight-foot shelves. He is not doing much worrying about it, however, as Robert Clemmenson, chief carpenter, is working out a plan, and when Clem starts on anything he always finds a way.

The Los Angeles Redcaps have formed a baseball team, have new uniforms purchased, and their first game is scheduled for May 30 with the Los Angeles Colored Firemen's team. Clifford Farrar, manager, is looking for future dates with the Oakland team and others.

All preparations have been made for efficient handling of the Shrine convention at Los Angeles June 5, 6 and 7. Forces have been increased, station employes have brightened up their uniforms with new buttons, etc., and we are ably equipped to handle the 74 trains scheduled over our lines, under the direction of Stationmaster W. J. Parker. The dining room also came in for its share of preparedness. A new electric bake oven and dishwasher have been installed and a dumb waiter to the second floor, where tables have been prepared in assembly hall to take care of the dining room overflow. Under the management of F. K. Shilling, a wonderful luncheon is now being served daily, and so well is the dining room patronized at noon that groups of business men from surrounding industries are taking advantage of it and are frequently served on the second floor, the dumb waiter taking care of the transferring of food from the kitchen.

No one in this office has yet been able to figure out what time John Darley, shop timekeeper, gets to the office, but no matter how early we arrive he is always here ahead of us. Train dispatchers on night duty claim he arrives with the daylight. We have, however, found out why he works so hard and so long. He has a beautiful daughter, Irene, a student in the Occidental College, graduating this month who expects to continue her studies at the University of California at Berkeley for another year. She is majoring in science and will either teach or enter the medical department of Social Service work. Whichever she does, she will doubtless succeed, and her father can continue being proud.

Miss Irene Darley

At the recent safety meeting of the baggage department, at which E. B. Carson, general baggage agent, was present, also his new assistant, T. A. K. Fassett, many items of interest were discussed and recommendations for the improvement in the handling of baggage out of the Los Angeles station, were made. Many of these suggestions have already been acted upon and, while our accidents and losses are very small in this department considering we are handling both Southern Pacific and Union Pacific baggage, these meetings have proven very beneficial and will assist in reducing hazards of accident and all mishandling of baggage going out and coming in.

Theodore J. Garrick, baggage clerk, left for his vacation in the Yosemite accompanied by Fred Dixon. We had hoped this was to be his honeymoon, but find he believes in taking his vacation first and then will honeymoon later to Watts.

Gateman Robert Harris has been quite ill and, on arriving at the White Memorial Hospital, found Howard Doss, chief clerk to storekeeper, and H. E. Brooks, signal foreman, being entered for treatment. Brooks is suffering from blood poisoning and Doss from acute indigestion. The latter has since been transferred to the General Hospital, San Francisco.

Train and Yard

Counter Clerk Keegan was very much surprised recently when Passenger Conductor V. L. Covington passed a cigar over the counter instead of a request for carbon paper and ticket stock as customary. More surprises followed when he passed out a cigar and introduced his bride, he having been married on May 4 at San Diego. A box of candy followed the next day for the pass and personal record clerk. Brakeman Sandstrum has not recovered yet from the surprise of learning his boss had once again entered the matrimonial sea.

Brakeman Bert R. Wagers was overcome by the desert nights and took upon himself a bride on April 27. Well, there is nothing like the desert moon for Dan Cupid's arrows.

The yardman's timekeeper is still wondering how Marion Messer, five feet eight inches, can possibly be short.

Jesse Kinney, passenger brakeman, forgot to tell us about the arrival of the new daughter at his home on April 8. We had to get the news from his friends.

On May 5 Passenger Brakeman C. C. Yohn suffered a painful injury which will keep him away from work for some time. While on his way to work at Fresno, he was hit by an auto to such an extent it was necessary to bring him to Los Angeles, where he was placed in the White Memorial Hospital for repairs.

In the early part of this year a few studious clerks in the yard office organized a club known as the Associated Students of California. The purpose of this club is to improve the members in public speaking and to broaden their minds in regard to the handling of the public and the Southern Pacific policy. It has, however, turned into broader lines and short talks are given at each meeting on history, political economics, biography, philology and book reviews. The original club held itself to ten members, but the idea so rapidly spread and so many desired entrance that at present it consists of three separate chapters of ten members each and the fourth is now organizing. Any employe desiring to join may secure further information from W. J. Roundtree at the Los Angeles yards, who is the founder and president.

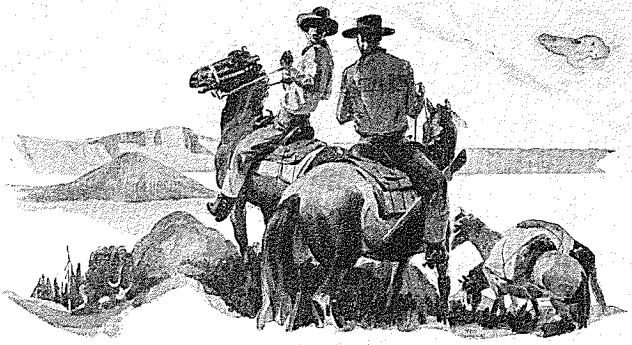
MONKEY BUSINESS EXCITING ON SALT LAKE DIV. TRAIN

Monkey business on the main line is a dangerous pastime, particularly so when it involves a speeding mail train. Many a passenger trainman who has never before given much thought to Darwin's theory may be found offering up a silent prayer that his ancestors held respect for the law of gravity.

This all came about by the escapades of a monkey, who, along with 13 members of his kin, was making the journey to San Francisco on Number 9. At Lakeside, Mr. Monk decided that he, like any other passenger, needed some exercise, so he made a wild dash for liberty.

From the baggage-car, he clambered up and down the cars in the plunging train, pausing now and then for a view of the scenery, until he reached the end of the train. Here he perched precariously upon the railing, and defying all attempts to lure him into captivity, stayed until the train reached Carlin.

At Carlin he deserted the train for the wide, open spaces. While Tarzan might have accomplished the feat single-handed, it took the entire section crew and a regiment of volunteers to overtake him.



Crater Lake—*Nature's mystery*

See this and the whole Pacific Coast—
Low summer fares start May 15

In southern Oregon is one of the scenic wonders of the world. This is Crater Lake, blue as indigo, round as a saucer, six miles wide.

Ages ago a volcano, probably 15,000 feet high, held its flaming torch above the Pacific's shore. Then it grew cold, glaciers took form, and great rivers sprang away to cut the Klamath, Rogue and Umpqua river valleys of today. At some later date a cataclysm engulfed the upper half of this vast mountain. *Seventeen cubic miles* of stone sank inwards—the mountain had swallowed itself. In time, rain and melting snow gave the pit a living lake.

In 1853 a party of prospectors were ranging over the Cascade Mountains in search of a lost mine. The mine was not to be found. But the horse of one rider stopped suddenly, his feet planted at a steep brink. A thousand feet below lay this round, weird, flashing lake of deepest blue. For years the magic lake remained almost inaccessible, although stories of its mystery and beauty spread around the world. But today it is readily reached from Southern Pacific's SHASTA ROUTE—a most enjoyable stopover between Portland and San Francisco. Comfortable motor stages in the travel season, July 1 to September 20, connect with Southern Pacific at either Medford, Klamath Falls or Chiloquin to bear the visitor through virgin forests to the Lake's craggy rim. Good accommodations are available at the Lake.

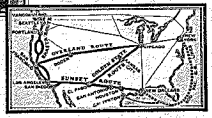
Through glorious mountain scenery on the Shasta Route.

See the whole Pacific Coast

Crater Lake is only one of the playgrounds accessible by Southern Pacific, whose four great routes penetrate and explore the West. No other railroad offers such a choice of routes. You can go west one way, return another; stopover anywhere. Low summer fares will be in effect May 15, return limit October 31.

Southern Pacific

Four Great Routes



Write to E. W. CLAPP, 310 S. Michigan Blvd., Chicago, for these two free illustrated books: *"Crater Lake"* and *"How Best to See the Pacific Coast"*.

Reproduced above in small size is advertisement of Southern Pacific's current series in national magazines, which, in addition to pointing out the advantages of traveling on our lines, calls attention to the many scenic and historic attractions to be found along the Four Great Routes.